




= = = Spring Tours Through = = =

CALIFORNIA

COLORADO, ALASKA,
THE PACIFIC
NORTHWEST,

AND 

LEAVING NEW YORK
APRIL 21, 1896.

THE YELLOWSTONE NATIONAL PARK.

RAYMOND & WHITCOMB, 31 East Fourteenth Street, LINCOLN BUILDING,
UNION SQUARE, NEW YORK.



Digitized by the Internet Archive
in 2013

<http://archive.org/details/threespringearly50newy>

SEASON OF 1896.

THREE SPRING AND EARLY SUMMER TOURS.

Colorado, the Rocky Mountains, the Sierra Nevada, California, the Pacific Northwest, Alaska, and the Yellowstone National Park.

A 73-DAYS' TRIP. (See Pages 9-56.) Price \$675.00.

The Same, omitting Alaska.

A 65-DAYS' TRIP. (See Pages 57-65.) Price \$560.00.

NEW MEXICO, CALIFORNIA, THE SIERRA NEVADA AND ROCKY MOUNTAINS
AND COLORADO.

A 53-DAYS' TRIP. (See Pages 67-80.) Price \$425.00.

RAYMOND & WHITCOMB,

31 East Fourteenth Street, Lincoln Building, Union Square, NEW YORK.



TOURS ACROSS THE CONTINENT.

GENERAL INFORMATION.

Our excursions, and the methods by which they are carried out, have become so widely known to the American public that little need be said in explanation of their manifest advantages. It has been our studied purpose to meet every demand which experienced and discriminating travelers are likely to make, and at the same time provide comforts and facilities practically unattainable by individual tourists. All this may be readily accomplished without subjecting the travelers to the unpleasant prominence and display attendant upon large and promiscuous excursions. In fact, our little bands of tourists, invariably limited in numbers, are essentially "private parties," enjoying not only exclusive advantages, but even greater seclusion than individuals could command. Nearly a score of years experience in catering to the best class of the traveling public, in a wide and broadening field, has not only given us a thorough knowledge of the business and its needs, but also placed at our command special facilities for properly carrying out its details. Rooming at hotels and on steamers, the arrangement of carriage drives and other details are matters of previous adjustment, so that the wishes of those who are desirous of being placed together or in contiguity are regarded to as great an extent as possible. In long journeys, where sleeping cars or drawing-room cars are employed, persons are ensured the same places in a manner that would be simply impossible in ordinary traveling. A little party of friends thus secures accommodations collectively, or

together, without encroaching in any way upon the rights of others, and without any special effort of its own.

Sleeping-Car and Steamship Accommodations.

Only two persons are placed in a section of the sleeping cars, every passenger being entitled to an entire double berth, half a section, and only two persons in each stateroom on the Alaska steamer.

Personal Escort and Attention.

Our parties are always under the charge of competent conductors, who devote their attention to the welfare and comfort of the passengers, and who superintend all business arrangements. Hotel accommodations are arranged in advance, checked baggage is at all times cared for, and in other particulars the members of the party are relieved of many petty cares and annoyances inseparable from ordinary travel. Thus the tourist is left to the fullest enjoyment of the journey, while appointed agents attend to the task of arranging its details.

Suggestions with regard to Joining a Party.

Persons desiring to join one of our excursion parties should send their names to be registered as early as convenient. A name is registered as soon as an intention to go is expressed, and this registration secures a place in the cars, at hotels where sojourns may be made, and in every way insures membership in the party. Tickets can be taken and paid for at the convenience of the passenger any time to within about one week of the date of departure; and should the passenger even then be prevented from going, the money will be refunded. The advantage of sending in names early is readily seen.

Persons are not compelled to come to the starting point in order to join an excursion, but may connect with the train at any convenient place along the route. In all cases places are reserved on the cars for passengers who are to join *en route*.

Hints About Clothing.

Although the tours described in this book are to be made in the pleasantest part of the year and at a time when a mild temperature is likely to prevail, provision should be made to guard against sudden changes. Warm clothing, with light overcoats, shawls, or convenient wraps, which may be brought into service or discarded, as required, is an essential part of the outfit. The railway rides through some sections—chiefly across the deserts—may be dusty, and dust is likely to be encountered in journeying about California. This fact should govern, to some extent, the selection of materials for traveling suits. Warm underclothing should always be worn. However warm the days may be on the Pacific Coast, the evenings and nights are cool. As to the San Francisco climate, it is worthy of note that the residents of that city wear the same thickness of clothing the year through. In the Yosemite trip, strong and serviceable clothing and a pair of stout walking shoes or boots will be best; and these will be useful, of course, in other parts of the excursions, especially in Colorado and the Yellowstone National Park. Visitors to the Yosemite should be content to leave finery behind, and baggage also must be discarded to as great an extent as possible. The same remarks will apply to the Yellowstone National Park, where the traveler should be prepared with clothing which dust cannot injure, good walking shoes, and wraps for evening wear. There are few nights within the park, even in midsummer, without frosts.

For the Alaska voyage one should dress as warmly as for an Atlantic ocean voyage, but no warmer, since that should mean woolens and wraps. Most of the sight-seeing is

from the steamer's deck, but it is better to be prepared for little land expeditions in all weathers. Closely fitting outer garments are of course more convenient on the breezy deck than loose cloaks or shawls. Walking over the glaciers is difficult and, in places, dangerous. At the Muir Glacier a landing may be desirable, but little traveling is likely to be done except on the lateral moraines, and no special preparation is needed beyond what has already been suggested. Alpenstocks and canes can be obtained of the baggage porter on the steamer. Steamer chairs, if desired, can be obtained generally of the deck stewards on the steamer, and also at Tacoma.

Baggage Regulations.

Each passenger is entitled to the free transportation of 150 pounds of checked baggage for a whole ticket, or 75 pounds for a half ticket. (This does not apply to the stage journey through the Yellowstone National Park, nor to the side trip into the Yosemite Valley, where trunks are not taken by the stages.) Hand baggage in every case must be looked after by the owner, and it is advisable to take no more or heavier luggage of this description than can be conveniently carried into and out of cars, omnibuses, or hotels. A more liberal allowance of hand luggage may be necessary in the stage journeys mentioned above.

“ Stop-over ” Privileges.

Our tickets allow the holders the privilege of stopping over in California, Oregon, or Washington, or at any point on the return trip between the Pacific Coast and Missouri River points, or St. Paul, until October 31, 1896.

Persons remaining in California later than June 2, 1896, should apply, before leaving for the East, to our agent, Samuel Miller, No. 613 Market street, San Francisco, for information and assistance in connection with the signing of the excursion ticket, securing sleeping-car berths, etc.

Persons returning independently by Route E can apply for information or assistance to our Pacific Northwest agent, A. D. Charlton, No. 255 Morrison street, corner of Third street, Portland, Ore.

On the returning excursions sleeping-car coupons must be used for a continuous trip from the starting point to the destination named thereon. If "stop-offs" are made between the initial and terminal stations named on the coupon, the coupon will not be available on the resumption of the journey. Persons who return independently and wish to stop off at intermediate stations, should pay the usual Pullman fares from point to point and retain their coupons, which will be redeemed at the full through Pullman fare for the distance covered by the coupons.

Passengers who return independently by Route D (the Denver & Rio Grande line) pass through Glenwood Springs, where stop-over privileges are allowed. This fact will be appreciated by those who may wish to spend the summer months at this charming resort. Trains, with Pullman cars, leave Glenwood Springs daily for Colorado Springs and Denver, and from these points there are daily trains, with sleeping and dining cars, for Chicago, and from Chicago eastward.

As elsewhere mentioned, our personally conducted parties are scheduled to return from Chicago *via* the Michigan Central route.

Passengers returning independently will find full directions regarding the engagement of sleeping-car accommodations, exchange of sleeping-car coupons, etc., on the coupons in their ticket books.

For any further desired information apply in person or by letter to

RAYMOND & WHITCOMB, 31 East Fourteenth Street, Lincoln Building, Union Square, NEW YORK.



A TOUR FROM THE ATLANTIC TO THE PACIFIC,

A COMPLETE ROUND OF

CALIFORNIA

AND A VOYAGE TO

• ——— **ALASKA** ——— •

INCLUDING VISITS TO

Many Picturesque Places in Colorado, Utah, Oregon, Washington, and ALONG THE
BRITISH COLUMBIAN COAST, and also in Idaho,
Montana, etc., with a Week in the

YELLOWSTONE NATIONAL PARK.

The Party to Leave New York Tuesday, April 21, and Return Thursday, July 2.

Price of Tickets (all Traveling and Hotel Expenses Included), \$675.00.

RAYMOND & WHITCOMB,

31 East Fourteenth Street, Lincoln Building, Union Square, NEW YORK.



NINTH ANNUAL SPRING TOUR
— TO —
CALIFORNIA, THE PACIFIC NORTHWEST,
* * ALASKA * *
— AND THE —
YELLOWSTONE NATIONAL PARK.
April 21 to July 2, 1896.

THREE complete tours across the continent are included in our excursion arrangements for the spring and early summer of 1896. We shall first briefly describe a trip that is unexampled in extent and variety—a comprehensive journey through the length and breadth of our country, from the Atlantic to the Pacific, and from the Mexico line to Alaska. The Pacific Coast will be traversed for over 3,000 miles, and all its marvels may be seen—the luxuriant orchards and gardens of Southern California, the Yosemite Valley, the matchless mountain scenery of the Pacific Northwest, and the vast glaciers of Alaska. To these are added the wonderfully picturesque regions of Colorado, Utah and Nevada, “life on the plains,” the quaint native people of the far Northwest, and the Yellowstone National Park.

A Complete Round of Sight-Seeing.

Great progress has been made within the past decade in rendering the remoter regions of our vast national domain accessible to the tourist. After a complete

round of Colorado, Utah, California and Oregon, the Alaskan voyage will be performed on the staunch and elegant steamship "Queen," the finest vessel in the fleet owned by the Pacific Coast Steamship Company. The steamer trip will occupy about ten days. All the famous scenic points in Southern Alaska which have made the Alaska tour so famous will be visited, including Fort Wrangel, Juneau, Davidson Glacier, Sitka, and the great Muir Glacier on Glacier Bay. The entire route from Puget Sound to the farthest northern point reached is lined with scenes of awe-inspiring character—mountains of great height, with almost fathomless depths at their very feet; cascades, which seem to tumble from the sky itself; densely wooded shores, whose solitudes have never yet been invaded by man; and vast fields of snow and ice, which glow in the sunlight like plains of gold and silver. In Alaska, great glaciers, many fold larger than the grandest ice-fields of Switzerland, flow down to the sea, mingling with the floods of the ocean, and breaking off in huge masses of fantastical shapes. In no part of the world is there so much wild grandeur encompassed in a voyage of equal duration. The earlier parts of the tour, embracing the grand scenic attractions of Colorado, Utah and Nevada, and the various interests of California from Coronado Beach to Shasta, will be, in their way, equally attractive; and so will the later weeks, crossing the continent homeward by the northern route and visiting the matchless Yellowstone Park.

The time selected for the trip is seasonable, not only for the visit to the far North, but also for the journey across the continent and the tour through California. In June, when the party will reach the Northwest, long days prevail, and there are really only a few hours of darkness.

Price of Tickets.

The price of tickets for the excursion, as described at length in the following

pages, will be SIX HUNDRED AND SEVENTY-FIVE DOLLARS. This sum will cover first-class travel over all railway and steamer routes going and returning, including the Alaska voyage, with double berths in palace sleeping cars, and only two persons in each room on board the Alaska steamer; all stage rides to and through the Yellowstone National Park; side trip from Pasadena to the summit of Echo Mountain and return; stage ride from San Jose to the summit of Mount Hamilton and return; hotel accommodations according to the itinerary, for the period of the regular tour (seventy-three days), with sojourns at Chicago, Denver, Manitou, Glenwood Springs, Salt Lake City, Santa Barbara, Santa Monica, Pasadena, San Diego, Los Angeles, San Francisco, Monterey, San Jose, Portland, Tacoma, Seattle, the Yellowstone National Park (at Mammoth Hot Springs, the Yellowstone Cañon, Yellowstone Lake, and the Lower Geyser Basin), Minneapolis and St. Paul; meals in dining cars, at hotels, dining stations, or on steamers; omnibus or carriage transfers from railway stations to hotels, and *vice versa*, wherever the same may be needed (Chicago, Glenwood Springs, Santa Barbara, San Diego, Los Angeles, San Francisco, Santa Cruz, Monterey, San Jose, Portland, Tacoma, Seattle, Minneapolis and St. Paul); special carriage rides in Denver, Salt Lake City, Santa Barbara, Pasadena, Santa Cruz, Palo Alto, Portland, Minneapolis and St. Paul; all expenses for transportation, transfer, and care of checked baggage (to the extent of 150 pounds for each person, all over that amount to be liable to excess charges at regular transportation rates), and the services of conductors—in short, EVERY NEEDED EXPENSE of the entire round trip from New York back to New York.

Price for children between the ages of five and twelve years, FIVE HUNDRED AND FIFTY DOLLARS. This includes a separate sleeping berth throughout the entire journey, the same as for an adult. Where no separate berth is required, the price for

children between the ages of five and twelve years will be FOUR HUNDRED AND NINETY-FIVE DOLLARS.

Price of tickets for the Yosemite Valley trip, THIRTY-FIVE DOLLARS, in addition to cost of ticket for the regular excursion. (See pages 81-84.)


Extra Sleeping-Car Accommodations.

The cost of an extra double berth, giving an entire section to one person, for the journey between New York and Santa Barbara, in accordance with the itinerary, is \$25.00. Drawing room with toilet annex, for one occupant, \$75.00; for two occupants, \$50.00—\$25.00 each; for three occupants, entire extra charge, \$25.00.

The charges for extra sleeping-car accommodations between Los Angeles and San Francisco are as follows: Extra double berth, \$2.50. Drawing room with toilet annex, for one occupant, \$6.50; for two occupants, \$4—\$2 each; for three occupants, entire extra charge, \$1.50.

For an extra double berth from San Francisco to New York, \$27.50. Drawing room with toilet annex, for one occupant, \$82.50; for two occupants, \$55—\$27.50 each; for three occupants, entire extra charge, \$27.50.

The itinerary in full and a concise description of the places to be visited will be found in the pages which follow. As the accommodations to be furnished on certain parts of the route are limited, the party will necessarily be restricted in numbers. Persons desirous of becoming members are earnestly requested to enroll their names at as early a date as possible. Tickets must be taken on or before Thursday, April 16, five days previous to the date of departure.

 Tickets for the excursion, additional copies of this circular, and all needed information can be obtained of

RAYMOND & WHITCOMB, 31 East Fourteenth Street, Lincoln Building, Union Square, NEW YORK.

ITINERARY.

TUESDAY, April 21. *First Day.*—Leave New York from the Grand Central station, Forty-second street, *via* the New York Central & Hudson River Railroad, at 1.00 P. M., in special vestibuled palace sleeping cars. Members of the party should check their baggage to Chicago. The checks will be taken up on the train, and the baggage will be delivered at the rooms of the owners in the hotel. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Hand luggage must be looked after by the owners. Leave One Hundred and Thirty-eighth street, New York, at 1.09 P. M., Poughkeepsie 2.43 P. M., Albany 4.30 P. M., Schenectady 5.03 P. M., Utica 7.00 P. M., Syracuse 8.30 P. M., Rochester 10.37 P. M., and Buffalo, *via* Michigan Central Railroad, at 11.45 P. M., Central time. Supper on dining car.

NOTE.—Railway time changes at Buffalo, N. Y., from Eastern standard, or 75th meridian, to Central standard, or 90th meridian — one hour slower.

WEDNESDAY, April 22. *Second Day.*—On the Michigan Central Railroad *en route* westward. Leave Detroit (Third street station) at 6.30 A. M.; breakfast and lunch on dining car; arrive in Chicago (Central station) 2.40 P. M.; omnibus transfer to The Auditorium.

THURSDAY, April 23. *Third Day.*—In Chicago. Omnibus transfer to the station of the Chicago, Rock Island & Pacific Railway (Van Buren street, between Pacific avenue and Sherman street), and leave Chicago in Pullman vestibuled palace sleeping cars at 3.00 P. M.; dinner on dining car.

FRIDAY, April 24. *Fourth Day.*—Arrive at Kansas City, Mo., at 1.00 P. M.; leave Kansas City at 1.45 P. M., *via* the Atchison, Topeka & Santa Fe Railroad; meals on dining car.

NOTE.—Railway time changes at Dodge City, Kan., from Central standard, or 90th meridian, to Mountain standard, or 105th meridian — one hour slower.

SATURDAY, April 25. *Fifth Day.*—Arrive at Denver 1.00 P. M.; the cars will be side tracked for the rest of the afternoon; carriage ride, visiting the principal attractions; leave Denver by the Denver & Rio Grande Railroad 8.00 P. M.; arrive at Manitou Springs 11.30 P. M.; the cars will be side tracked.

SUNDAY, April 26. *Sixth Day.*—At Manitou Springs.

MONDAY, April 27. *Seventh Day*.—Leave Manitou Springs at 1.00 A. M.; arrive at Cañon City 4.00 A. M.; side track until daylight, thence *en route* through the Royal Gorge, Salida, and the Cañon of the Grand River; arrive at Glenwood Springs 5.00 P. M.; transfer from the Denver & Rio Grande Railroad station to The Colorado, W. Raymond, proprietor, and A. W. Bailey, manager.

TUESDAY, April 28. *Eighth Day*.—At Glenwood Springs.

WEDNESDAY, April 29. *Ninth Day*.—Leave Glenwood Springs 10.12 A. M.; arrive at Grand Junction 12.50 P. M.; from Grand Junction *via* the Rio Grande Western Railway; arrive in Salt Lake City 12.00 midnight; the cars will be side tracked.

THURSDAY, April 30. *Tenth Day*.—In Salt Lake City; carriage ride about the city in the forenoon; leave Salt Lake City at 2.00 P. M. *via* the Rio Grande Western Railroad; from Ogden westward *via* the Southern Pacific Company's line.

NOTE.—Railway time changes at Ogden from Mountain standard, or 105th meridian, to Pacific standard, or 120th meridian—one hour slower.

FRIDAY, May 1. *Eleventh Day*.—*En route* across the State of Nevada, and over the Sierra Nevada by daylight, passing Emigrant Gap, Blue Cañon, Shady Run, Cape Horn, etc.; arrive at Sacramento 6.40 P. M., and continue southward *via* Lathrop.

SATURDAY, May 2. *Twelfth Day*.—*En route* over the Southern Pacific Company's line. Arrive at Santa Barbara 3.30 P. M.; transfer to the Arlington and San Marcos hotels. Carriage ride to the chief points of interest.

SUNDAY, May 3. *Thirteenth Day*.—In Santa Barbara.

MONDAY, May 4. *Fourteenth Day*.—Transfer from the hotel to the station, and leave Santa Barbara at 8.35 A. M.; arrive in Los Angeles 1.48 P. M., and at Santa Monica 2.30 P. M.; to the Hotel Arcadia, S. Reinhart, proprietor.

TUESDAY, May 5. *Fifteenth Day*.—At Santa Monica. Leave Santa Monica at 4.25 P. M., *via* the Southern Pacific Company's line; arrive in Los Angeles 5.05 P. M.; transfer to the station of the Southern California Railway, and leave Los Angeles by that line 5.30 P. M.; arrive in Pasadena 6.02 P. M.; to the Hotel Green, J. H. Holmes, manager.

WEDNESDAY, May 6. *Sixteenth Day*.—In Pasadena. Carriage ride, visiting the most picturesque sections of Pasadena and its environs.

THURSDAY, May 7. *Seventeenth Day*.— In Pasadena. Excursion over the Los Angeles Terminal and Mount Lowe railways to the summit of Echo Mountain and return, leaving the Hotel Green in the morning, and returning in the afternoon; luncheon at the Echo Mountain House.

FRIDAY, May 8. *Eighteenth Day*.— Leave Pasadena at 7.28 A. M. *via* the Southern California Railway; arrive at Riverside 9.30 A. M. Lunch at the Glenwood, F. W. Richardson, manager; leave Riverside 4.45 P. M.; arrive at San Diego 9.50 P. M.; omnibus transfer to the Hotel del Coronado, Coronado Beach, E. S. Babcock, manager.

SATURDAY, May 9. *Nineteenth Day*.— At the Hotel del Coronado.

SUNDAY, May 10. *Twentieth Day*.— At the Hotel del Coronado.

MONDAY, May 11. *Twenty-first Day*.— At the Hotel del Coronado. Omnibus transfer to the station of the Southern California Railway, and leave San Diego at 2.50 P. M. by the coast line; arrive in Los Angeles at 7.15 P. M.; omnibus transfer to the Westminster, Potter & Johnson, proprietors.

TUESDAY, May 12. *Twenty-second Day*.— In Los Angeles.

WEDNESDAY, May 13. *Twenty-third Day*.— In Los Angeles.

THURSDAY, May 14. *Twenty-fourth Day*.— In Los Angeles.

FRIDAY, May 15. *Twenty-fifth Day*.— In Los Angeles.

SATURDAY, May 16. *Twenty-sixth Day*.— In Los Angeles.

SUNDAY, May 17. *Twenty-seventh Day*.— In Los Angeles.

MONDAY, May 18. *Twenty-eighth Day*.— In Los Angeles.

TUESDAY, May 19. *Twenty-ninth Day*.— In Los Angeles. Transfer from the hotel to the Southern Pacific station, and leave Los Angeles at 2.00 P. M. in Pullman palace sleeping cars; supper at Mojave.

NOTE.— Parties for the Yosemite Valley will be made up during the stay at Los Angeles, to leave on different days. See pages 81-84.

WEDNESDAY, May 20. *Thirtieth Day*.— On the Southern Pacific Company's line *en route* northward; breakfast on dining car; arrive at Oakland Pier 10.10 A. M., and in San Francisco by ferry at 10.45 A. M.; transfer from the Oakland ferry, foot of Market street, in the coaches of the United Carriage Company, to The Palace Hotel, John C. Kirkpatrick, managing director, George B. Warren, assistant manager.

THURSDAY, May 21. *Thirty-first Day*.—In San Francisco.

FRIDAY, May 22. *Thirty-second Day*.—In San Francisco.

SATURDAY, May 23. *Thirty-third Day*.—In San Francisco.

SUNDAY, May 24. *Thirty-fourth Day*.—In San Francisco.

MONDAY, May 25. *Thirty-fifth Day*.—Transfer from The Palace Hotel to the Alameda ferry, foot of Market street, and leave San Francisco by the Santa Cruz Division of the Southern Pacific Company's line at 8.15 A. M. ; visit the " Big Trees " *en route*, and arrive in Santa Cruz at 12.30 P. M. ; lunch at the Sea Beach Hotel, J. T. Sullivan, proprietor; carriage ride, visiting the beach, cliff, etc.; leave Santa Cruz at 4.25 P. M., and proceed to Monterey, *via* Pajaro, arriving at Del Monte station at 6.15 P. M.; transfer to the Hotel del Monte, George H. Arnold, manager.

TUESDAY, May 26. *Thirty-sixth Day*.—At the Hotel del Monte.

WEDNESDAY, May 27. *Thirty-seventh Day*.—At the Hotel del Monte.

THURSDAY, May 28. *Thirty-eighth Day*.—At the Hotel del Monte. Transfer to the station, and leave by the Southern Pacific line at 2.05 P. M.; arrive in San Jose at 5.00 P. M.; omnibus transfer to the Hotel Vendome, George P. Snell, manager.

FRIDAY, May 29. *Thirty-ninth Day*.—In San Jose.

SATURDAY, May 30. *Fortieth Day*.—In San Jose.

NOTE—During the stay in San Jose there will be a stage excursion to the Lick Observatory on the summit of Mount Hamilton.

SUNDAY, May 31. *Forty-first Day*.—In San Jose.

MONDAY, June 1. *Forty-second Day*.—Transfer to the Southern Pacific station (broad-gauge division), and leave San Jose at 9.12 A. M. ; arrive at Menlo Park 9.41 A. M. ; carriage ride, visiting the late Senator Stanford's stock farm and the Leland Stanford, Junior, University; lunch at Palo Alto; leave Palo Alto at 3.32 P. M.; arrive in San Francisco (station corner of Third and Townsend streets) at 5.00 P. M.; transfer to the Palace Hotel in the coaches of the United Carriage Company.

TUESDAY, June 2. *Forty-third Day*.—In San Francisco. Transfer to the Market street ferry, and leave San Francisco by ferry at 7.00 P. M.; leave Oakland Pier in Pullman palace sleeping cars *via* the Southern Pacific Company's Shasta route at 7.30 P. M., and proceed northward *via* Sacramento.

WEDNESDAY, June 3. *Forty-fourth Day*.—On the Southern Pacific Company's Shasta line *en route* in the upper valley of the Sacramento, through the Mount Shasta region, over the Siskiyou Mountains, and down through the valleys of the Rogue and Umpqua rivers.

THURSDAY, June 4. *Forty-fifth Day*.—On the Southern Pacific Company's Shasta line *en route* through the valley of the Willamette; arrive in Portland at 8.10 A. M.; omnibus transfer to The Portland, H. C. Bowers, manager; carriage ride through the finest portions of the city, and also to the park, which affords a grand view of the city, the river, and the mountains.

FRIDAY, June 5. *Forty-sixth Day*.—In Portland. Transfer to the Union station and leave Portland by the Northern Pacific Railroad at 11.00 A. M.; lunch on the dining car; arrive at Tacoma 5.00 P. M.; transfer to The Tacoma, where dinner will be served; in the evening transfer to the wharf, and go on board the Pacific Coast Steamship Company's steamer "Queen," Captain James Carroll, for the Alaska voyage.

SATURDAY, June 6. *Forty-seventh Day*.

SUNDAY, June 7. *Forty-eighth Day*.

MONDAY, June 8. *Forty-ninth Day*.

TUESDAY, June 9. *Fiftieth Day*.

WEDNESDAY, June 10. *Fifty first-Day*.

THURSDAY, June 11. *Fifty-second Day*.

FRIDAY, June 12. *Fifty-third Day*.

SATURDAY, June 13. *Fifty-fourth Day*.

SUNDAY, June 14. *Fifty-fifth Day*.

MONDAY, June 15. *Fifty-sixth Day*.

On the Alaska voyage, visiting Fort Wrangel, Juneau, Douglas Island, the Davidson Glacier on Lynn Canal, the great Muir Glacier in Glacier Bay, Sitka, etc. The steamer is expected to return not later than Tuesday, June 16.

NOTES.—On the Alaska voyage the steamer uses Pacific standard time for convenience instead of local time, which would vary from day to day. The time at Sitka, the westernmost point reached (135 degrees and 52 minutes west from Greenwich), is about one hour slower than Pacific standard.

The steamer will probably remain at Victoria, B. C., and Port Townsend, on either the outward or the return trip, long enough to permit of an inspection of those cities.

TUESDAY, June 16. *Fifty-seventh Day*.—Arrive at Tacoma on the return from Alaska, and the time until Wednesday night will be devoted to Tacoma and Seattle, with headquarters in Tacoma at The Tacoma, G. H. Waterman, manager, and in Seattle at the Rainier-Grand, DeL. Harbaugh, manager.

WEDNESDAY, June 17. *Fifty-eighth Day*.—Leave Tacoma at 5.20 P. M. in Pullman palace sleeping cars for the journey eastward; meals *en route* in the dining cars of the Northern Pacific Railroad Company.

THURSDAY, June 18. *Fifty-ninth Day*.—*En route* eastward in Idaho and Montana.

NOTE.—Railway time changes at Hope, Idaho, from Pacific standard, or 120th meridian, to Mountain standard, or 105th Meridian—one hour faster.

FRIDAY, June 19. *Sixtieth Day*.—Arrive at Livingston, Mont., 4.50 A. M., and leave Livingston by Park Branch at 8.00 A. M., arrive at Cinnabar 10.15 A. M.; and leave Cinnabar by stage at 10.30 A. M.; arrive at Mammoth Hot Springs Hotel 12.30 P. M.

SATURDAY, June 20. *Sixty-first Day*.—Leave Mammoth Hot Springs by stage at 8.00 A. M. for the tour through the park; arrive at Norris Geyser Basin at 12.00 noon; lunch there; leave Norris Geyser Basin at 1.30 P. M., passing the Virginia Cascade; arrive at the Cañon Hotel 5.00 P. M.

SUNDAY, June 21. *Sixty-second Day*.—At the Cañon Hotel.

MONDAY, June 22. *Sixty-third Day*.—Leave the Cañon Hotel at 2.00 P. M., passing the Mud Volcano *en route*; arrive at the Yellowstone Lake Hotel 5.00 P. M.

TUESDAY, June 23. *Sixty-fourth Day*.—Leave the Yellowstone Lake Hotel 7.00 A. M.; arrive at West Bay or "The Thumb" at 12.00 noon; lunch there; leave West Bay 2.00 P. M.; pass over the Continental Divide and through the Upper and Midway Geyser Basins, and arrive at the Fountain Hotel, Lower Geyser Basin, 7.00 P. M. This hotel is near the Fountain Geyser and the Mammoth Paint Pots.

WEDNESDAY, June 24. *Sixty-fifth Day*.—Leave the Fountain Hotel at 8.00 A. M., visiting *en route* the Midway Geyser Basin, which contains the Excelsior Geyser ("Hell's Half Acre"), Turquoise Spring, and Prismatic Lake; arrive at Upper Geyser Basin lunch station at 10.30 A. M.; this is situated near Old Faithful, the Bee Hive, Giantess, Castle, and other great geysers; lunch will be served here, and at 3.00 P. M. the party will return to the Fountain Hotel, arriving 4.30 P. M.

THURSDAY, June 25. *Sixty-sixth Day*.—Leave the Lower Geyser Basin at 8.00 A. M., and passing the Gibbon Falls, and the principal attractions of the Norris Geyser Basin, arrive at Norris Geyser Basin

- lunch station 12.00 noon; lunch there; leave Norris Geyser Basin 1.30 P. M.; arrive at the Mammoth Hot Springs Hotel 5.30 P. M.

NOTE.—In case it is deemed advisable to divide the party for the round of travel through the park, one division will reverse the foregoing itinerary.

FRIDAY, June 26. *Sixty-seventh Day*.—At Mammoth Hot Springs. Leave the hotel at 6.45 P. M. and arrive at Cinnabar 8.00 P. M.; go on board the sleeping cars for the eastward journey.

SATURDAY, June 27. *Sixty-eighth Day*.—*En route* in Montana and North Dakota.

NOTE.—Railway time changes at Mandan, N. D., from Mountain standard, or 105th meridian, to Central standard, or 90th meridian—one hour faster.

SUNDAY, June 28. *Sixty-ninth Day*.—Arrive in Minneapolis 7.00 A. M.; transfer from the Union station to the West Hotel, John T. West, proprietor.

MONDAY, June 29. *Seventieth Day*.—In Minneapolis. In the forenoon carriage ride, with visits to the chief business and residence parts of the city. Transfer to the Union station, and leave Minneapolis at 5.00 P. M.; arrive in St. Paul 5.30 P. M.; transfer to the Hotel Ryan, Welz & Fry, proprietors.

TUESDAY, June 30. *Seventy-first Day*.—In St. Paul. In the forenoon carriage ride visiting the finest residence sections, the Capitol, Summit avenue, etc.; transfer from Hotel Ryan to the Union station, and leave St. Paul by the Chicago, Milwaukee & St. Paul Railway at 8.10 P. M.

WEDNESDAY, July 1. *Seventy-second Day*.—Breakfast on dining car; arrive in Chicago, Union station, corner of Canal and Adams streets, 9.30 A. M.; transfer to the Van Buren street station, and leave Chicago *via* the Lake Shore & Michigan Southern Railway at 10.30 A. M.

NOTE.—Railway time changes at Buffalo, N. Y., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian—one hour faster.

THURSDAY, July 2. *Seventy-third Day*.—From Buffalo eastward by the New York Central & Hudson River Railroad. Arrive in New York, Grand Central station, Forty-second street, 1.45 P. M.

NOTE.—This itinerary is made up in advance of the publication of the summer time-tables of the various railroads, and slight changes may be necessary.

A BRIEF OUTLINE OF THE TOUR.

From New York to Chicago.

THE party will leave New York from the Forty-second street station of the New York Central & Hudson River Railroad at 1.00 P. M., Tuesday, April 21, in vestibuled palace sleeping cars. The route is *via* Poughkeepsie, Albany, Utica, Syracuse, Rochester and Buffalo, to Chicago, over the superb New York Central and Michigan Central lines. Persons who desire can join the party conveniently at the cities named or at other points. The train will reach the Central station, Chicago, at 2.40 P. M. the following day, and the travelers will be transferred to The Auditorium Hotel. This is one of the largest as well as best conducted public houses in America. It is very centrally located, and every part of the great city is easily reached. Chicago has an area of no less than 180 square miles, its frontage on the lake extending 21 miles, and its extreme length between its north and south lines being 24 miles. It extends back from the lake from 5 to 11 miles. The population in 1890 was 1,099,850. The park system is very extensive, reaching through all the outlying sections of the city. Lincoln Park is on the north side, about two miles distant; Douglas and Central parks on the west side, about four miles; and the South parks in the south part of the city, between six and seven miles. The business section of the city and the chief public edifices are within a short distance of the hotel.

From Chicago to Denver.

Leaving Chicago Thursday afternoon, *via* the Chicago, Rock Island & Pacific Rail-

way, the party will continue with a daylight ride through a large part of the great State of Illinois. The Mississippi River is crossed on a splendid bridge between Rock Island, Ill., and Davenport, Ia. Parts of Illinois and Iowa are crossed at night, and Friday noon finds the traveler approaching the Missouri River, with the stirring city of Kansas City looming up on the other side. This place lies upon the boundary line of two States—Missouri and Kansas—with its chief population, public buildings, etc., in the former.

At Kansas City we enter upon the Atchison, Topeka & Santa Fe Railroad, whose lines we shall follow until our arrival in Denver. We traverse the great State of Kansas from one end to the other, journeying no less than 486 miles within its borders. Nearly a day and a night are passed in Kansas, the eastern and best-settled portion being seen by daylight. Western Kansas and Eastern Colorado are given up largely to cattle-grazing.

The Colorado State line is reached Saturday morning, and the railway traverses an interesting section of the Centennial State, with the Rocky Mountains in plain sight most of the way, the shapely Spanish Peaks, the Culebra Range, the high summits of the Greenhorn, and Pike's Peak, forming the chief landmarks.

Denver.

We shall be due in Denver at 1.00 P. M., and there will be a halt here until evening, the afternoon being devoted to sight-seeing. A carriage ride will bring into view the most attractive sections of this beautiful Western city. In 1860 Denver was a straggling camp, consisting principally of log cabins and tents. Its growth has been almost phenomenal, and the latest census places it the twenty-sixth in the list of American cities, with 106,713 inhabitants.

Manitou.

Leaving Denver at 8.00 P. M., we shall proceed to Manitou, arriving there in the night. Sunday will be passed at this charming resort in the mountains. Manitou is situated in a narrow valley penetrating the main range through the foot-hills. The red rocks of the neighboring elevations give the surroundings a very singular aspect. The majestic snow-white crest of Pike's Peak is seen through an opening in the hills. The principal springs, six or seven in number, are situated on the banks of Fountain Creek, which flows through the centre of the village, or on Ruxton's Creek, which flows into the other from Engleman's Cañon. The Garden of the Gods lies east of Manitou. It is a park-like tract, inclosed by cliffs and hills, and scattered about its surface are fantastically formed rocks carved by the elements in past ages.

The Royal Gorge.

Leaving Manitou 1.00 A. M. Monday, we shall proceed westward over the Denver & Rio Grande Railroad. There will be a halt at Cañon City until daylight, so that we may enjoy the magnificent scenery of the cañon of the Arkansas. The most impressive scenery is found in the portion of the cañon known as the Royal Gorge, some ten miles in length. Mountains of rock running up almost perpendicularly nearly half a mile in height, and terminating in dizzy pinnacles, seem ready to fall upon the adventurous traveler. The train winds along the course of the narrowing stream, and its onward progress seems barred in a hundred places by huge cliffs. The Arkansas, crowded to narrower limits, brawlingly disputes the right of way with the iron steed; and at one place the latter finds a foothold on a hanging bridge.

Over the Rocky Mountains.

Later we cross the Rocky Mountains at Tennessee Pass, and descend the western slope of the range through the Eagle River Cañon, the walls of which are dotted

with mining camps and mining paraphernalia, while the scenery is very grand. The last eighteen miles of the distance before reaching Glenwood Springs is through the magnificent scenery of the cañon of the Grand River. Here the mountain walls shoot up in towering columns and gigantic turrets, to a height of 2,000 feet, while a torrent roars and plunges between. In places the rocks are a flaming red. We shall be due in Glenwood Springs at 4.00 P. M.

Glenwood Springs and The Colorado.

This attractive resort is situated at the confluence of the Grand River with Roaring Fork, in a picturesque valley surrounded by forest-clad hills. Here, at The Colorado, we shall make our headquarters until Wednesday forenoon. The Colorado is solidly constructed of Peachblow colored stone and Roman brick. In locating the building, advantage was taken of the natural slope of the ground, thus enabling the court to be terraced and adorned with fountains, paths, grass plats, and beds of flowers, affording delightful promenades and commanding extensive views. A stone bridge arching the roadway connects this court with broad, easy flights of steps leading down to the river, bath-house and springs. The famous springs, the bathing facilities afforded by the great swimming pool, the luxurious bath establishment, and the unique cave baths, far surpass everything else of the kind in America or the Old World. The "Big Pool," or Natatorium, covers upwards of an acre, and is from three and one-half to five and one-half feet in depth. The hot water pours in at a temperature of 120 degrees Fahrenheit, and at a rate of 2,000 gallons per minute, but is reduced to a pleasant temperature for bathing by fresh water from the mountain stream. The elegant Sanitarium, or bath-house, which stands near the pool, was erected at a cost of over \$100,000.

A bridle trail for horses and mules has been opened to Lookout Mountain, immediately back of the town, and on the summit there has been erected a pavilion from which there is a view over several hundred miles of the snow-capped Rockies.

Mr. W. Raymond, of Raymond & Whitcomb, is proprietor of The Colorado, and Mr. A. W. Bailey, manager.

Leaving Glenwood Springs Wednesday forenoon, the party will proceed westward over the Denver & Rio Grande Railroad to Grand Junction, passing the Roan or Book mountains, and thence to Salt Lake City by the Rio Grande Western Railway line. We first descend the valley of the Grand River about one hundred miles to the Utah State line. The Green River is crossed some sixty miles north of its junction with the Grand River, and 200 miles west of Glenwood Springs. Passing through Castle Cañon, the road ascends the east slope of the Wahsatch Range by the side of the South Fork of the Price River, and descends the western side from Soldier Summit, following the course of Clear Creek and Spanish Fork to Provo. Salt Lake City is forty-five miles beyond Provo, and our train will be due there at midnight. The following forenoon there will be a carriage ride, during which the most interesting features of this celebrated city will be brought under inspection.

Salt Lake City.

Salt Lake City is beautifully situated. It covers a wide expanse, and has a mixed population of Mormons and Gentiles. It is emphatically a city of cottage homes. The lines of shade trees, with groups of fruit trees and luxuriant gardens, make the city seem one mass of foliage. Among the edifices demanding attention are the Tabernacle and the Temple. The former is a vast building, oval in form, 233 by 133 feet, with a roof seventy feet from the floor. There are seats for 8,000 persons, and above the platform is a large organ. The Temple, near by, which was begun April

6, 1853, and dedicated just forty years later, with ceremonies continuing for two weeks, cost \$4,000,000.

Visitors are admitted to the Tabernacle, but not to the Temple. Among the other Mormon edifices are the "Lion," "Bee Hive," and "Gardo" houses, built as residences by Brigham Young, the tithing offices situated between the "Bee Hive" and the Temple, and the gigantic warehouse of "Zion's Co-operative Mercantile Institution," known in short as the "Co-op. Store." Camp Douglas, the headquarters of the United States troops, is finely situated upon a plateau east of the city. Guard mounting occurs every morning at 8.45 o'clock.

From Salt Lake City Westward.

Leaving Salt Lake City Thursday, 2.00 P. M., we proceed thirty-six miles north by the Rio Grande Western Railway to Ogden, where we enter upon the Southern Pacific Company's line for the farther journey to the Pacific Coast. The scenery along the shores of Great Salt Lake is very interesting. This remarkable inland sea covers about 3,000 square miles, its greatest length being ninety-three miles, and its greatest width forty-three miles. While the Atlantic Ocean contains $3\frac{1}{2}$ per cent. of solids, Great Salt Lake has 14 per cent. Promontory Point, where the last spike uniting the iron bands which had stretched out from the Atlantic and from the Pacific was driven May 10, 1869, is fifty-two miles from Ogden. Near Tecoma the Nevada State line is crossed. Nevada has an area of 110,700 square miles, and the Southern Pacific Company's Ogden line traverses it for 456 miles. The scenery is generally characterized by bold and rugged mountains, capped with snow, and wide stretches of desert plain. Many fruitful sections, however, are passed through. Indians, generally Shoshones, or Piutes, are frequently seen about the stations. There are several Indian villages near the railway.

Across the Sierra Nevada.

Beyond Reno, one of the liveliest and most flourishing towns of the Silver State, we ascend the valley of the Truckee River, entering the State of California about fifteen miles west of Reno, and cross the magnificent range of the Sierra Nevada. From Truckee we follow up the cañon of Donner Creek and Cold Stream Creek, and just before the summit is reached, Donner Lake is seen on the right. On the western slopes the grades are heavier. In the passage over the mountains the traveler is treated to an extensive acquaintance with that necessary—though to the sight-seer rather aggravating—device, the snow shed. These wonderful wooden tunnels cover over thirty-three miles of the Central Pacific Railway. At Emigrant Gap, Giant Gap, Blue Cañon and Shady Run, the scenery is magnificent. Another very picturesque view is from Cape Horn, where the road rounds a mountain promontory on a little shelf 2,000 feet above the bed of the American River, which appears at this height like a slender thread of silver.

There are many traces of the old placer mining, and of the more recent hydraulic process, which washes away even the hills themselves.

We shall be due in Sacramento Friday night, and we shall continue our journey to Southern California by way of Lathrop.

The Tehachapi Loop.

One of the most remarkable triumphs of railway engineering ever achieved in any part of the world is found just north of Tehachapi Summit. A group of mountain peaks and crags belonging to the terminating southwestern spur of the Sierra Nevada here disputed the advance of the iron steed; but by a series of complex and bewildering curves, and finally, by actually crossing its own line at the famous "Loop," a pathway was made. We shall pass the Loop Saturday morning. Beyond the Teha-

chapi Mountains we cross the western section of the Mojave Desert, where we get our first view of the yucca palm, which is here found in great abundance. At Saugus we leave the main line of the Southern Pacific Company, and proceed to Santa Barbara over a branch road. Fifteen miles from Saugus is the Camulos Ranch, the home of Helen Hunt Jackson's heroine, Ramona. Arriving in Santa Barbara, our headquarters will be at the San Marcos or the Arlington until Monday morning.

Santa Barbara.

Santa Barbara is situated under the shelter of the Santa Ynez Mountains, and in front is a magnificent ocean beach. The best preserved of the old mission churches (established Dec. 4, 1786) stands upon the mountain slope just above the town. With the advent of the iron horse the picturesque old city has taken a new lease of life; and its enterprising citizens, by well-directed public improvements, have added greatly to its attractiveness. State street, the main thoroughfare, has been converted into one of the finest driveways in America. There will be a drive which will include the principal attractions of this charming resort.

Santa Monica.

Leaving Santa Barbara Monday at 8.35 A. M., we shall proceed to Santa Monica by way of Saugus and Los Angeles. Santa Monica is a charming seaside resort, seventeen miles from Los Angeles. The Hotel Arcadia will be our stopping place until the following afternoon, and will be found a most delightful and restful place. The climate is so mild that surf-bathing is indulged in through the entire year. There are delightful drives leading to numerous cañons in the neighborhood, and a steam yacht makes frequent trips around the bay. The National Soldiers' Home, with handsome buildings, picturesque grounds, and accommodations for about 1,200 veterans, is three miles from Santa Monica.

Pasadena and Echo Mountain.

From Santa Monica we next go to Pasadena, where from Tuesday afternoon until Friday morning we shall sojourn at Hotel Green. Pasadena is one of the loveliest towns on the Pacific Coast, and is situated in the northwest corner of the San Gabriel valley at the base of the Sierra Madre Mountains. During our stay in Pasadena there will be a carriage ride through the most interesting portions of the town and its surroundings, and a novel excursion to Echo Mountain. This delightful trip is made by way of the Los Angeles Terminal Railway and the Mount Lowe Railway. The mountain railway comprises two sections, the lower one an electric road, and the upper one an inclined plane. The Terminal Railroad connects with the Mount Lowe line at Altadena Junction. From this point the electric road leads directly toward the range, over a grade of about seven and one-half per cent. It then enters Rubio Cañon and continues upward, over a serpentine route, along the face of the steep granite bluffs to a point 2,100 feet above sea level. Here begins the first section of the mountain road proper. This is an incline-plane cable railway extending 3,000 feet up the face of Echo Mountain. The incline leads to the summit of Echo Mountain, which has an elevation of about 3,500 feet, and above which there is an excellent trail to Mount Lowe. The Echo Mountain House, of which Professor T. S. C. Lowe is the proprietor, is most delightfully located. It commands a superb view of Pasadena, Los Angeles, the entire valley and far out to sea, the distant islands of Santa Catalina and San Clement being plainly in sight.

Riverside.

Leaving Pasadena Friday morning, May 8, we proceed by way of San Bernardino to Riverside and San Diego, halting at Riverside long enough for an inspection of that lovely place. Riverside is older than most of the valley towns, and is a para-

dise of orange orchards, vineyards, and gardens. Magnolia avenue is a magnificent double driveway divided by a row of pepper trees, and lined for many miles with handsome villas and beautiful gardens. Some of the finest orange groves in California are in or near Riverside. The San Bernardino Range, with the highest peak of all plainly in view, is only about a dozen miles away.

San Diego and the Hotel del Coronado.

On leaving Riverside we proceed southward over the Southern California line to San Diego. On our arrival at San Diego we shall take omnibuses for the famous Hotel del Coronado, Coronado Beach, crossing the bay by ferry.

The city of San Diego, with the finest harbor south of San Francisco Bay, is the oldest of the California mission towns, but, like Los Angeles and other Southern California towns, its present importance is wholly of recent growth. The development of this region followed the building of the Southern California Railway.

San Diego lies on the eastern shore of San Diego Bay. Between the bay and the Pacific Ocean there is a narrow tongue of land which has been converted into a magnificent seaside resort by a wealthy corporation called the Coronado Beach Company. The most important embellishment of all is the Hotel del Coronado, an immense establishment which was thrown open to the public Feb. 15, 1888. The Hotel del Coronado is an "all the year round" resort, and has attained great popularity on account of its solid merits. It is under the management of Mr. E. S. Babcock.

From San Diego to Los Angeles.

On our departure from Coronado Beach and San Diego we shall retrace our way by daylight over a charming section of country previously traversed by night. For a considerable distance we are upon the shore of the ocean, along which are some

charming views. Near San Juan is the old mission of San Juan Capistrano, in ruins, having been destroyed by an earthquake soon after its erection in 1776. On arrival in Los Angeles, The Westminster will be the headquarters of the party.

Los Angeles.

Los Angeles, the metropolis of Southern California, is situated in the great southern fruit belt, 482 miles south of San Francisco by railway. The town was founded in 1781, but its chief increase in population, business importance, and wealth has been the result of recent growth. From a little collection of *adobe* huts it has become a handsome city. With less than 12,000 inhabitants in 1880, it has increased in population to nearly 75,000. The public buildings are spacious and elegant, and the business blocks in many instances imposing. Among the handsome edifices recently built are the Court House, the Young Men's Christian Association Building, the Burbank Theatre, the City Hall, a government building, the Southern Pacific Company's Arcade station, and the Santa Fe system's La Grande station. A ride about the city in any direction cannot fail to delight the stranger. There are substantial evidences of wealth and prosperity on every hand.

Parties to visit the Yosemite Valley will be made up during the stay in Los Angeles and will leave that city on different days. Those who proceed directly through to San Francisco will go May 19. The dates of departure of the Yosemite excursionists will be made, as far as possible, to meet individual preferences. For particulars about the Yosemite trip see pages 81-84.

From Los Angeles to San Francisco.

Leaving Los Angeles Tuesday, May 19, 2.00 P. M., we proceed to San Francisco, and for the greater part of the way over the same line of travel taken in our southward journey from Sacramento. We approach the shores of Suisun Bay, just below the

delta of the Sacramento and San Joaquin, and soon after the Straits of Carquinez, through which these waters discharge into San Pablo Bay, and thence into San Francisco Bay. Skirting the shores of San Pablo Bay, and rounding the point at San Pablo station, we look across the bay and harbor of San Francisco and out through the portals of the Golden Gate toward the broad Pacific. The train sweeps on through the outskirts of Oakland and the whole length of a long pier, from the end of which a huge ferry-boat takes the passengers across to San Francisco.

San Francisco.

The metropolis of the Pacific Coast is one of the most interesting cities in America, and is becoming more beautiful and attractive year by year. It is naturally cosmopolitan in character, and the visitor can take a foreign jaunt in miniature by walking through certain sections of the town. The growth of the city has been very rapid, especially since the opening of the Central Pacific Railroad in 1869. The population, according to the census of 1890, is 298,997, an increase of 65,038 in ten years. Oakland, just across the bay, is a city of 48,682 inhabitants.

The chief cable-car lines are on Market street and on thoroughfares radiating therefrom, viz.: Sutter, Post, Geary, Powell, McAllister, Hayes, Haight, Valencia, and Castro streets. There are also lines on Howard, California, Clay, Jackson, Union, Larkin, and other streets. The "dummy" street lines are the Geary, California, Jackson, and Union streets extensions, and the Park & Ocean road.

Golden Gate Park, a beautiful tract of 1,013 acres, reclaimed from the sand dunes, is about three and a half miles from the centre of the city, and may be reached by several of the cable-car lines. The Beach, Cliff House, and Seal Rocks are about the same distance beyond the entrance to the park, and may be reached

by the Haight street cable cars and a connecting dummy line, and also by the California street cable line, or the Powell and Jackson street line.

The City Hall, which has cost \$5,000,000, is between Market, McAllister, and Larkin streets, opposite Eighth street; the branch United States Mint, at the southwest corner of Mission and Fifth streets, is open for visitors from 9.30 to 11.30; the Post Office and Custom House are at the corner of Washington and Battery streets, and Station K is in the southeast corner of the Palace Hotel. Masonic Temple, corner Post and Montgomery streets; the new Union Club Building, corner Union square and Stockton streets; the Young Men's Christian Association rooms, 232 Sutter street; San Francisco Art Association, 430 Pine street; Museum of the California Academy of Sciences, on Market street; and State Board of Trade, Crocker Building.

The greatest curiosity in San Francisco is the Chinese quarter, a rectangular block seven squares in length by three and four in breadth. It is near the business centre and only a few blocks away from the palaces of the railway millionaires. The cellars are occupied as shops, factories, or opium dens. The main streets are lined by the stores of the large Chinese merchants. Even the fronts of the houses have assumed a Celestial aspect, not only in the signs and placards at the windows and shop fronts, but in the altered architecture and decorations. In all the stores and other portions of the Chinese quarter Eastern visitors are received with the greatest courtesy.

The Palace Hotel, which will be the headquarters of our tourists in San Francisco, is a vast establishment, and in reality one of the wonders of the Pacific Coast. Not only is it one of the largest hotels in the world, but at the same time one of the richest and most elegant. Not only in the vast proportions of the edifice, but in every appointment, the stranger is impressed with a sense of the fitness of the name, for it

is a veritable palace. The hotel is under the direction of John C. Kirkpatrick, managing director, and George B. Warren, assistant manager.

From San Francisco to Santa Cruz and Monterey.

Several delightful resorts on the coast and inland, from 50 to 125 miles south of the Golden Gate, are to be visited in a side trip from San Francisco. We first go to Santa Cruz, eighty miles distant. Our route lies over the narrow-gauge division of the Southern Pacific Company's line. In its course through the mountains, beyond Los Gatos, the road makes many twists and turns. A part of the way lies through a grand redwood forest; and a short distance beyond Felton are the "Big Trees," a group of giant redwoods, the *Sequoia sempervirens* of the botanist. The largest of these is said to be 366 feet high and 20 feet in diameter.

Santa Cruz is situated at one extremity of Monterey Bay with a picturesque coast and a matchless beach. The forest-clad slopes of the Santa Cruz Mountains are only a few miles away, and the view in every direction is charming. The cliffs are in places very abrupt, and the sea has carved them into grottoes, natural bridges, and curiously formed towers. There will be a carriage ride here, in which both the beach and the cliffs will be visited.

The quaint old town of Monterey lies at the opposite extremity of Monterey Bay from Santa Cruz. The party will reach the famous Hotel del Monte, at Monterey, late in the afternoon. Several days are to be devoted to this charming resort.

Monterey and the Hotel del Monte.

Monterey is one of the most interesting of the old Spanish towns on the Pacific Coast. It was California's first capital, but it was not until 1880 that it became a fashionable watering place.

The site selected for the famous Hotel del Monte was in a stately grove of pine,

oak and cedar, the trees being sufficiently scattered to admit of the adornment of the grounds by means of driveways, foot-paths, lawns, and beds of flowers. A plat of 126 acres was set aside and inclosed as the hotel grounds, while 7,000 acres more were purchased for other purposes. The general design includes a central edifice, with two extensive wings or annexes, connected with the central structure by arcades, which extend in semi-circular form on each side. The verandas are very spacious, and the profusion of flowers about the house makes it especially attractive. There is a magnificent outlook upon shrubs and flowers in every direction. The Laguna del Rey is a beautiful lake, ornamented with a mammoth fountain; and the famous beach, with its magnificent bath building, containing several great swimming tanks, is but a short distance away. The "eighteen-mile drive" around the peninsula is one of the grandest in the world. The Hotel del Monte is under the personal supervision and management of Mr. George H. Arnold.

From Monterey Northward — San Jose.

Leaving the Hotel del Monte, we shall journey northward to San Jose. On our arrival in San Jose we shall proceed to the elegant Hotel Vendome. With a population of about 20,000, San Jose is nevertheless a city of gardens, orchards, and vineyards. The streets are spacious and lined with shade trees, and the public and many of the private buildings are imposing. The Vendome occupies, with its surrounding park, a square of twelve acres in the prettiest section of the city. It is one of the neatest and best-equipped hotels in California.

Mount Hamilton and the Lick Observatory.

The party will make an excursion by stage from San Jose to the summit of Mount Hamilton, the site of the Lick Observatory. The elevation of the observatory is 4,209 feet above the sea level. The air-line distance between the two points is only thirteen

miles, but the road is twenty-six miles in length. It is a remarkable piece of engineering; and the ride is a constant source of delight.

The observatory was founded by Mr. James Lick, and is one of the most complete in the world, and it contains, with other treasures of science, the world's greatest telescope. The observatory is under the direction of Professor Edward S. Holden.

From San Jose to San Francisco.

On leaving San Jose, the party will proceed northward over the direct line to San Francisco. At Palo Alto is the recently opened Leland Stanford, Junior, University. This noble institution of learning was founded in 1885 by the late Hon. Leland Stanford and his wife. The corner-stone was laid in 1887, and the institution was formally opened in the autumn of 1891. The party will stop over a train at Palo Alto for a carriage ride, in the course of which the Palo Alto stock farm and the Leland Stanford, Junior, University will both be visited.

From San Francisco to Portland.

The journey from California to Oregon will be made on the Southern Pacific Company's Mount Shasta line. This is an all-rail route, which extends through the Sacramento Valley, over the Siskiyou Mountains, and down through the Rogue, Umpqua, and Willamette Valleys of Oregon. Leaving San Francisco Tuesday evening, June 2, by the Oakland ferry, the party will proceed to Oakland Pier, where a train of Pullman palace cars will be in waiting.

The following morning finds us in the picturesque valley of the upper Sacramento, and approaching noble Mount Shasta. Frequent glimpses are had of the snow-white peak long before we reach Sisson's, but from that point the massive mountain is revealed in all its grand proportions. Its slopes are covered with everlasting snows far down from its shapely summit; and as it stands out almost solitary and alone, its

height and massiveness are all the more impressive. The railway strikes across to the Siskiyou range, first descending to and crossing the Kalamath River, the second largest stream in California.

Not far north of the Kalamath we cross the line into Oregon, and soon after dive into the Siskiyou Tunnel, losing sight of the great California mountain. On the north side of the range we descend into the charming valley of the Rogue River, a region of rich farms. Further north is the valley of the Umpqua River, and thence we cross to the valley of the Willamette, which we descend for nearly 200 miles to Portland.

Portland.

Arriving in Portland, there will be an omnibus transfer to the magnificent hotel, The Portland. This establishment was erected by a company of citizens at a cost of about \$750,000, and is one of the finest hotels on the Pacific Coast. It occupies a whole square in one of the pleasantest and healthiest sections of the city, and its manager is Mr. H. C. Bowers.

Portland has progressed rapidly within the past few years. The business thoroughfares are lined with fine edifices, and some of the residences on the upper streets are very tasteful as well as elegant and costly. From the slopes back of the city the views are magnificent. Mount Hood is the dominant feature in the landscape, lifting its proud head above the far-stretching forests, while Mount St. Helens and other mountains are also in sight. There will be a carriage ride through the finest portions of the city, and to the heights above.

From Portland to Tacoma.

The journey from Portland to Tacoma, a distance of 145 miles, will be made over the Northern Pacific Railroad, Friday, June 5. We shall, however, defer our in-

spection of Tacoma and its neighbor, Seattle, until our return from the Alaska tour.

The Alaska Voyage.

There will be a transfer from the station to The Tacoma, where we shall take dinner, and in the evening transfer to the wharf and go on board the Alaska steamer, "The Queen," which is to be our home during the coming eleven days. This vessel is the finest of the Pacific Coast Steamship Company's fleet, and the fact that she is under the command of Captain James Carroll will render the voyage especially desirable. "The Queen," already one of the most staunch, comfortable, and best appointed vessels in the Pacific Coast service, has been put in the best possible condition for Alaska tourist travel. Captain Carroll's intimate knowledge of all the attractive points upon the Alaska route, and the fact that the voyage is to be devoted to the service of the passengers wholly, and not to freighting purposes, will serve to make the trip enjoyable in the fullest degree.

Puget Sound.

The first part of the voyage lies through the waters of picturesque Puget Sound. This body of water has an area of 2,000 square miles, with an irregular shore line of 1,594 miles. The shores of the sound are in many places abrupt, and high mountains seem to environ this beautiful body of water. Northward of Puget Sound, and extending to the Gulf of Georgia, lies Washington Sound. In this region are San Juan, Orcas, Fidalgo, Lopez, and many lesser islands belonging to the same group. At the head of the broad peninsula west of the sound, extending towards the Strait of Juan de Fuca, is the Olympic range of mountains, from 6,000 to upwards of 8,000 feet in height. The "Queen" touches at Port Townsend and Victoria both going and returning, and there will probably be a stay of several hours at the latter place.

Along the East Coast of Vancouver Island.

Vancouver Island stretches along the coast of British Columbia 200 miles, in a northwesterly direction, and our course lies through the inward channels and straits. From Victoria we turn northward through Haro Strait. The view from the steamer's deck is superb. Mount Baker, the noble Olympic range, and hundreds of other peaks may be seen; while the picturesque shores of the archipelago through which we are passing form ever-changing visions of beauty. Emerging from Haro Strait, we are for a time in the broader waters of the Strait of Georgia, and skirting Galiano, Valdes, and Gabriola islands, which lie along the coast of Vancouver.

We continue through the Strait of Georgia, which narrows when Lasqueti and Texada islands are reached. Long lines of snow peaks, tossed into fantastic forms and gleaming in the declining sun like silver and gold, fill the eastern horizon. There is a series of wonderful fiords north of Burrard Inlet, known successively as Howe Sound, Jervis Inlet, Desolation Sound, Toba, Bute, Loughborough, Knight, Kingcombe, Seymour, and Belize inlets. These are invariably lined with high mountains, the waters at their foot being of untold depths. The whole region is uninhabited except by a few scattered Indian tribes, and no signs of human life are discernible except around a few saw-mills, salmon canneries, and two or three native villages.

Johnstone Strait is fifty-five miles in length, and is succeeded by a lesser stretch of water called Broughton Strait, which lies between Vancouver and Malcolm islands. On Cormorant Island, opposite the Nimkeesh River, is the Indian village of Alert Bay and also a cannery. At the south extremity of the town is a native burial ground, where the graves are quaintly decorated with flags and rude carvings. These Indians are mainly of the Nimkeesh tribe. The conical peak seen on Vancouver Island, and long visible, is Mount Holdsworth. When the open water is

reached north of Broughton Strait, Fort Rupert, an old Hudson Bay Company's post, and now an Indian agency, is seen on the left.

Above Vancouver Island.

We now leave Vancouver Island, its northern and northwesternmost capes, Commerell and Scott, with the string of Scott Islands, being seen at the left after Queen Charlotte's Sound is entered. The vessel soon passes from Queen Charlotte's Sound under the lee of Calvert Island, and enters the landlocked channel of Fitzhugh Sound. Here again we have superb scenery on either side, the mountains of Calvert Island culminating in an exceedingly sharp peak known as Mount Buxton. As we approach the northern extremity of the sound, the scenery increases in grandeur, the lesser and nearer hills being clothed to their summits with coniferous trees, while the more distant elevations are covered with snow. On the shores of Campbell Island, at McLaughlin's Bay, is the Indian town of Bella-Bella, and near it are some curiously adorned graves of the natives. Through Lama Passage we enter Seaforth Channel, with its multitude of picturesque islands.

A prominent object seen on the approach to Milbank Sound is Helmet Peak, on Lake Island; and another further north is Stripe Mountain, on Dowager Island. The latter is marked by a great land-slip down its southwest face. Leaving Jorkins' Point, the southern extremity of Princess Royal Island, to our left, we continue northward through Finlayson Channel. The bold shores of this picturesque waterway are densely wooded, while waterfalls of great height add a new element of beauty to the scenery. A contraction of the channel, known for twenty miles as Graham Reach, and for the next ten miles as Fraser Reach, brings us to the northern end of Princess Royal Island, where we turn westward through McKay Reach into Wright Sound.

Grenville Channel, which is entered from Wright Sound, is for fully fifty miles as straight as an arrow, and presents fresh scenes of wonderful beauty and sublimity—mountains several thousand feet in height, which no man has ever visited and as yet unnamed; cascades which seem to tumble from the sky itself, and densely wooded shores where solitude reigns supreme. Then come Arthur Passage and Malacca Passage, through which we enter the broad waters of Chatham Sound. We pass Old Metlakahtla,—the scene of Mr. William Duncan's early labors, successes, and struggles,—and Port Simpson, an important post of the Hudson Bay Company, on the right. Continuing northward through Chatham Sound, there are many fine views of distant mountain ranges.

Alaska.

Leaving the picturesque Portland Inlet on our right, into which enter the Nass River, Observatory Inlet, and Portland Canal, we soon cross, in latitude 54 degrees 40 minutes, the boundary line between British Columbia and Alaska.

That the area of Alaska is vast, is a well-known fact; but few persons realize that it is nearly one sixth as large as the entire United States, and more than one seventh as large as the whole of Europe. England, Ireland, Scotland, and Wales, together with Prussia, Spain, and Italy, might all be placed within its borders, with an area to spare, for Alaska covers no less than 580,107 square miles. The island of Attu, the farthest of the Aleutian Chain, is as far west of San Francisco as Bangor is east of it, and, in fact, 2,090 miles west of Sitka. It is as far from the northern to the southern point of Alaska as from Maine to Florida, and as far from its eastern boundary to its westernmost as from Washington to California. It contains in Mount St. Elias, the highest mountain on the North American Continent, save Orizaba, in Mexico. Its great river, the Yukon, computed to be not less than 3,000 miles long, is navigable for 2,000 miles.

One of the most popular errors extant about Alaska has reference to its climate. The winters of northern and interior Alaska are undoubtedly very severe; but the coast south of the Aleutian Islands being under the influence of the Kurisiwo, or Black Current of Japan, possesses in reality a mild climate.

The native population of Alaska, with the exception of a single tribe,—the Tinnehs, found in the interior,—estimated by the census reports of 1890 at something over 23,000 altogether, is *not of Indian origin*. Whether Mongolian, Aztec, or both, remains to be proven. Persons who have devoted attention to the subject have found much in the language, customs, and arts of the Haidas, to support the Aztec theory, while there is also much to suggest Japanese or Chinese origin. According to the census reports, there are five distinct tribes, viz.: the Innuits, the Aleuts, the Tinnehs, the Thlinkets and the Haidas. Those mostly seen by the tourists are Thlinkets, but at Wrangel there are likely to be some Haidas. The white population of the Territory in 1890 was only 4,303—3,860 males and 443 females.

The United States paid Russia the sum of \$7,200,000 for the country in 1868. The seal catch alone has returned a good rate of interest on this expenditure. The fisheries are valued at \$3,000,000 a year, and the gold production is large and of growing importance. Some forty salmon canneries are in operation during the season, giving employment to 2,000 white laborers, 2,500 Chinese, mostly skilled workmen, and 1,500 natives, most of them fishermen. For the production of gold, eight mining districts have been organized. There are sixteen mills for crushing ore in the Territory, with stamps, and placer mining continues active. So far from being a barren, bleak, untenable country, as the opponents of the purchase scheme so strongly contended, Alaska is likely to become one of the richest parts of our national domain.

Along the Alaskan Coast.

In entering Alaska from British Columbian waters, the voyager crosses Dixon Entrance. One of the first points of land seen jutting into American waters is Cape Fox, so named by Vancouver. Near here, at Fort Tongas, the United States formerly maintained a military post, and later a custom house, but both have been given up. From Dixon Entrance we course northward through Clarence Strait, which is over 100 miles long and nowhere less than four miles in width. Throughout the whole of Clarence Strait we have the great Prince of Wales Island on the West. At Port Chester, on Annette Island, Mr. Duncan has founded the new Metlakahla, and is rapidly building up a substantial town. The several islands are mountainous, and the views at all points are exceedingly fine.

Fort Wrangel.

After passing Etoline, Zarembo, and some lesser islands, and emerging from Clarence Strait, we reach Fort Wrangel, an old Russian settlement that stands at the head of Wrangel Island. The place has lost its former importance, and is given over chiefly to the Stikine tribe, a branch of the Thlinket race, but is interesting to the stranger as possessing the best display of totem poles he is likely to see. The natives are divided into families, or clans, of which the Raven, the Wolf, the Whale, and the Eagle are the chief representatives, and, as tradition relates, the progenitors. Thus the representation of these animals or birds, with their commingling in case of intermarriages, becomes a sort of family crest. It was also customary to ornament the top of the totem pole with a figure wearing a Tyhee hat, in case the householder was a chief, and upon this would be cut a series of rings, corresponding with the number of "pot-latches" (a feast with gifts) with which the inmate had honored his

friends. Silver bracelets and bangles, carved horn spoons (now becoming rare), Chilkah blankets, and black stone carvings are the curios mostly sought after by tourists throughout Alaska and at British Columbian ports. The spoons are made from the horn of the mountain goat.

The Alaskans have many strange customs, one of which is for the young women to besmear their faces with a hideous black paint. Another is the wearing of the *labrette*, a silver, ivory, bone, or wooden ornament that is thrust through the under lip. A Thlinket woman is not always an object of beauty under favoring circumstances, and certainly a blackened face and a *labrette* do not serve to make her look anywise prettier.

There are at Wrangel a flourishing school and mission.

Northward from Fort Wrangel.

Resuming the voyage, we turn westward from Fort Wrangel, and, entering Wrangel Narrows, steam northward and out through the mouth of Souchoi Channel into Prince Frederick's Sound. On emerging from the Narrows new visions of grandeur await our wondering gaze. A range of high mountains is seen upon the opposite shore, and from one of the elevations rises a remarkable monolith called the Devil's Thumb. In one place a huge glacier pours its frozen flood nearly down to the sea. Leaving Prince Frederick's Sound, we sail northward through Stephen's Passage, which has for the greater part the mainland, on the right, and Admiralty Island, on the left, as its boundaries.

Taku Inlet and Its Glaciers.

Meanwhile we pass Holkham Bay, and Taku Inlet, a great fiord entering from the east, where there are glaciers running down to the water's edge. Captain Carroll is accustomed to enter Taku Inlet, and to obtain a supply of ice for the ship at first

hand. The glacier at the head of the inlet is magnificent, with a perpendicular wall of ice upwards of 100 feet high. The spectacle here presented is hardly inferior to that of the Muir Glacier farther north.

Juneau and the Gold Mines on Douglas Island.

Leaving Taku Inlet to the right, we ascend Gastineaux Channel, and soon reach the mining town of Juneau, the most populous settlement in all Alaska. Here, on a narrow strip of land, at the foot of a deep ravine flanked by precipitous mountains, is a cluster of white houses. Half a mile away, and reached by a muddy foot-path, is an Auk village. A few miles back of Juneau lies the Silver Bow mining basin; and on the opposite side of the narrow channel is the famous Treadwell gold mine.

The surroundings of Juneau are very picturesque. At the Treadwell Mine, on Douglas Island, is a crushing mill of 240 stamps, the largest in the world. At the Treadwell Mine the ore actually in sight is estimated to be worth five times the sum the United States paid for the entire Territory.

Northward again and up Lynn Canal.

From Juneau, our steamer returns to Stephen's Passage before proceeding northward. We soon reach Lynn Canal, a remarkable fiord that extends sixty miles directly north into the mountains, there terminating in two forks, named respectively the Chilkah and Chilkoot inlets. High mountains line the shores, and no less than nineteen glaciers pour their icy floods down their sides. Two of these, the Eagle Glacier and the Davidson Glacier—the latter on the west, near the head of the channel—are especially notable. As we sail in front, the lower slopes of the glacier are screened by a growth of trees that has sprung up on its terminal moraine. Above the trees it is seen pouring down through a rocky gorge, below which it spreads out like a fan to the breadth of three miles.

The Great Muir Glacier, in Glacier Bay.

We now turn our attention to the crowning glory of this veritable wonderland — the great Muir Glacier. This is reached by retracing the way southward through Lynn Canal to the point where its waters mingle with those of Cross Sound or Icy Strait, from whence we turn northwestward into Glacier Bay. Willoughby Island, near the middle of the bay, is a bare rock, about two miles long and 1,500 feet high, showing glacial furrows and polished surfaces from the bottom to the top. The Muir Glacier enters an inlet of the same name, near the head of the bay, in latitude 58 degrees 50 minutes north, and longitude 136 degrees 40 minutes west of Greenwich. It was named for Professor John Muir, the Pacific Coast geologist. The glacier enters the sea with a gigantic front two or three hundred feet above the water, and a mile wide. Imagine a wall of blue ice, splintered into columns, spires, and huge crystal masses, with grottoes, crevices, and recesses, higher than Bunker Hill Monument, and of such far-reaching extent! It is a spectacle that is strangely beautiful in its variety of form and depth of color, and at the same time awful in its grandeur and suggestion of power. There are mountains each side of the glacier. High up on the bare walls are seen the scored and polished surfaces produced by glacial action, indicating that once the ice stream was thousands of feet thick. The steamer generally approaches the glacier front to within a safe distance, near enough, however, for a close examination of its formidable wall, and there is also time for a landing and a limited exploration of its surface and surroundings.

Sitka.

Leaving Glacier Bay with reluctance, we shall steam away for Sitka, the capital of Alaska. Sitka is on the western shore of Baranoff Island, inside Kruzoff Island.

It is very picturesquely situated, with a noble background of mountains, while the bay is dotted with scores of beautiful green islands.

It was founded in 1804 by Baron Baranoff, the first Russian Governor of Russian America. There are many reminders of Russian occupation, the chief of which is the Greek Church. Several other large structures, built during Russian occupancy, remain, and serve for barracks, court rooms, etc. The principal street of the town extends from the wharf to the Greek Church, and then, bending around the corner of that notable edifice, winds along the beach to the Presbyterian Mission.

A little square at the left of the main street near the water — beyond which is the modest residence of the governor of the Territory — was once a Russian shipyard. Stretching along the shore to the left is the native town or *rancherie*, where 800 to 1,000 Sitkans live in the peculiar kind of frame houses common to other parts of Southern Alaska. The Greek Church, with its green roof and bulging spire, is the most picturesque edifice in the town, and is one of the chief centres of attraction. The Presbyterian Mission, established in 1877 by Rev. Sheldon Jackson, D. D., and Mrs. A. R. McFarland, and now under the charge of Rev. Alonzo E. Austin, is the largest in Alaska.

The Return Trip.

Sitka is accounted the end of the northward voyage, although situated many miles south of Glacier Bay. We have yet nearly 1,000 miles of water passage to accomplish before reaching Puget Sound. The track will be in the main over the same magnificent course we have come, with the omission of the more northward portion. There will perhaps be landings at several points, although this is not certain; and the trip will possess fresh interest from the fact that much of the scenery missed in the night during the northbound passage will now be visible.

Victoria, B. C.

Returning once more to Puget Sound the steamer touches again at Victoria, the capital of British Columbia. Victoria is a beautiful city of about 15,000 inhabitants, charmingly situated at the southeastern extremity of Vancouver Island. The commercial importance of British Columbia is gaining and centres largely at Victoria, the export trade of the port amounting to some \$6,000,000 annually. The Alaska steamers lie at the outer wharf, from which a street car line leads to the centre of the city.

Port Townsend.

After leaving Victoria, "The Queen" will continue on to the American ports on Puget Sound, the first of which is Port Townsend, situated at the head of the Strait of Juan de Fuca, and until recently the port of entry for the whole Puget Sound district. From Port Townsend the steamer proceeds to Seattle and Tacoma, where it is expected that the party will arrive not later than Tuesday, June 16.

Tacoma.

The beautiful city of Tacoma, situated at the head of Commencement Bay, had scarcely an existence fifteen years ago. In 1880 the number of inhabitants was 1,098. In 1890 it was 36,006. Its manufacturing interests are large and constantly increasing. The city occupies a high bluff, overlooking the sound and the Puyallup Valley, at the head of which stands the giant snow peak of Mount Rainier. During the visit to Tacoma the party will make its headquarters at The Tacoma.

Seattle.

Seattle is a remarkable city that has been built up on the east shore of the sound. With a population of 42,837 in 1890 against 3,533 in 1880, the city is already one of

the leading Pacific Coast points, and its many interests are constantly increasing in importance. Seattle is charmingly situated between the waters of Elliot Bay and Lake Washington, a body of fresh water thirty miles in length. The leading hotel is The Rainier-Grand.

Eastward over the Northern Pacific Railroad

The homeward journey is to be made over the Northern Pacific Railroad. Nineteen miles east of Spokane, the boundary line between Washington and the new State of Idaho is crossed. The Northern Pacific Railway traverses a very narrow strip of the northern part of the last-named State, the distance from the western border to the eastern being about seventy-eight miles only. Near Clark's Fork station we pass out of Idaho and into the State of Montana, which is very nearly as large as the great States of New York, Pennsylvania and Illinois combined. There are in Montana nearly 40,000,000 acres of grazing lands, and 16,000,000 which are suitable for farming, in addition to its vast wealth in mines. Missoula, the county seat of Missoula County, is beautifully situated at the western gateway of the Rocky Mountains. It was formerly an isolated and remote frontier post, but the railroad has made it a stirring town.

The Rocky Mountains are crossed just west of Helena, and at Livingston we leave the main line for a week's tour through the Yellowstone National Park.

The Yellowstone National Park.

The reservation known as the Yellowstone National Park, set apart for public uses by an Act of Congress passed in 1872, originally covered a tract of about 65 miles in length from north to south, and about 55 miles in width from east to west, lying chiefly in Northwestern Wyoming, and overlapping, to a small extent, the boundary of Montana on the north, and of Idaho on the west. This gave an area of about

3,575 square miles. To this was added, in 1891, a forest reservation of nearly 2,000 square miles, comprising the country adjacent to the former park on the south and east. Thus the area of the national reservation has been extended eight miles south and about twenty-four miles east.

In 1871 Dr. F. V. Hayden made his preliminary survey, the report of which prompted Congress to set aside the tract as a public park. Since that time Dr. Hayden and his assistants have made further surveys of the region, and his twelfth annual report, for 1878 (issued in 1883), gives the fullest information about the park yet published. For several years past Mr. Arnold Hague, with a corps of scientific assistants, has been making a series of careful surveys of the region. "The number of geysers, hot springs, mud pots and paint pots," said Mr. Hague in 1887, "exceeds 3,500; and if to these be added the *fumaroles* and *solfataras*, the number of active vents would probably be doubled." The same authority enumerates seventy-five active geysers in the four principal basins.

The park is under the care of the Secretary of the Interior, and the present superintendent is Captain George S. Anderson, of the United States Cavalry. The regulations against the marring or removal of geyser or hot spring deposits are necessarily strict, and are impartially enforced.

Mammoth Hot Springs.

We first visit the Mammoth Hot Springs, before setting out for the stage journey through the further marvels of this most fascinating and wonderful region.

The springs have built up a series of remarkable terraces on the west side of a little plateau, or basin, 1,000 feet above the Gardiner River, into which their waters flow. The whole plateau and the steep slopes extending down to the river are mainly com-

posed of carbonate of lime deposits, resulting from springs now extinct. There are no active geysers at the present time in this basin. The principal objects of interest are the Liberty Cap and Thumb; the active springs, Pulpit Basins, Marble Basins, and Blue Springs, on the main terrace; and Cleopatra's Bowl, Cupid's Cave, and the Orange Spring, which are higher and further back.

On the Road to the Yellowstone Cañon.

Leaving the hotel at Mammoth Hot Springs, the party will proceed to the Cañon Hotel *via* the Norris Geyser Basin. This journey and the subsequent trips about the park will be made in comfortable wagons. The early part of the ride lies over a road which ascends the banks of Glen Creek to the Golden Gate. On the plateau above, from which a grand view is had of Electric Peak, Quadrant Mountain, Bell's Peak, and Mount Holmes, Swan Lake is situated. Near Beaver Lake are the famous Obsidian Cliffs, a ridge of volcanic glass from 150 to 250 feet high and 1,000 feet in length. We halt at the Norris Geyser Basin Hotel for lunch, and proceed thirteen miles further, past the beautiful Virginia Cascade, to the Cañon Hotel.

The Falls and Cañon of the Yellowstone.

The Yellowstone Falls are two in number. At the head of the Upper Fall the river has a width of about eighty feet, and the waters plunge over a shelf between walls that are from 200 to 300 feet in height, upon a partially submerged reef 109 feet below. Dense clouds of spray and mist veil fully one third of the cataract. Half a mile below this fall is the Lower or Great Fall, which is grander and more impressive than the other, though not more picturesque. Here the waters pour into the abyss of the Yellowstone Cañon, the sheer descent being 308 feet. The best views are had farther down the trail, where many favoring points afford an outlook into the wonderful cañon. Clouds of mist ascend from the foot of the falls, and the

walls are covered with a rank growth of mosses and *algæ*. The cañon is considered by many the greatest of the park marvels. The gorgeous coloring of the cañon walls is its distinguishing feature. The beholder is no longer left in doubt as to the reason for bestowing the name of Yellowstone upon this remarkable river. The beautifully saffron-tinted walls give the explanation. There are other tints in opulence. Crimson and greens are seen with all their gradations and blendings. Emerald mosses and foliage form the settings for dashes of bright rainbow colors.

Yellowstone Lake.

Leaving the Cañon Hotel Monday after luncheon, we shall proceed to the Lake Hotel, passing on the way a wonderful object known as the Mud Volcano. It is a pit about twenty feet in depth, and from a spacious opening on one side at the bottom boiling mud surges forth with great vehemence. The Yellowstone Lake covers a superficial area of 139 square miles, with an irregular shore line of about 100 miles, and is the largest lake in North America at this altitude. Upon a bluff at the entrance of a little bay near the outlet a new and commodious hotel has been built. The view from this point is charming.

The Lower Geyser Basin.

On Tuesday we journey from the Lake Hotel to the Fountain Hotel, in the Lower Geyser Basin, taking lunch at West Bay, or "The Thumb," and passing through the Upper and Midway Geyser basins on our way. The chief points of interest visited by tourists in the Lower Geyser Basin are the Fountain Geyser and Mammoth Paint Pots, which are situated near each other. The Fountain is a very handsome geyser, and is in eruption five or six times daily. The Paint Pots constitute one of the chief wonders of the park. In a crater forty feet in diameter, there are mud springs,

in which the material cast forth has the appearance of paint of different shades.

The Excelsior Geyser and Prismatic Lake.

On Wednesday we drive to the Upper Geyser Basin, passing through the chief wonders of the Midway Geyser Basin. These are Turquoise Spring, the Prismatic Lake, and the crater of the Excelsior Geyser. A very expressive title given to this last-named object is Hell's Half Acre. Two rivulets pour forth from the cauldron and from the neighboring springs, and the deposits along their channels are very brilliantly colored.

The Turquoise Spring, near the Excelsior, is beautiful in its rich tints of blue, and Prismatic Lake, also near at hand, is another wonderful display of color.

The Upper Geyser Basin and its Wonders.

About five miles above the Excelsior Geyser we come to the Upper Geyser Basin. Here, in a nearly level tract inclosed by low hills, with the Firehole River flowing through it, and mainly upon the east side, are found the chief geysers of this marvelous region. There are here forty geysers, nine of which are large, besides many beautiful hot springs. The Upper Basin group includes, with others, the following: Old Faithful, Castle, Bee Hive, Giant, Giantess, Grotto, Grand, Oblong, Splendid, Comet, Fan, Mortar, Riverside, Turban, Saw Mill, Lion, and Lioness. These are scattered over the surface of the basin, chiefly along the river bank, Old Faithful being at the southern extremity. The Grotto, Giant, Oblong, and Castle are near the road. The Bee Hive, with its handsome cone, is upon the opposite side of the river from the hotel. Many beautiful springs are in proximity to the geysers, forming objects of interest second only to the mammoth fountains of hot water. Old Faithful makes a magnificent display, and is one of the handsomest geysers in the park.

From Lower Geyser Basin to Mammoth Hot Springs.

Leaving the Fountain Hotel Thursday morning for the Mammoth Hot Springs Hotel, we pass the beautiful Gibbon River Falls before the Norris Geyser Basin is reached. The principal attractions in this basin are numerous springs and a few veritable geysers, the chief one being the Monarch. The Hurricane is a fierce, roaring spring that is expected to develop into a geyser, and the Growler is the significant name of another vigorous steam and water vent. We lunch at the Norris Basin Hotel, and shall be due at the Mammoth Hot Springs Hotel 5.30 P. M.

From the Yellowstone National Park Eastward.

Departing from the hotel at Mammoth Hot Springs Friday afternoon by stage, the party will proceed to Cinnabar, whence the route takes us back to Livingston, on the Park Branch, and then eastward on the main line of the Northern Pacific Railroad. For some 350 miles we follow the banks of the Yellowstone.

Custer, Forsyth, and Miles City are places named in honor of military heroes.

Thirty-six miles east of Glendive and one mile west of Sentinel Butte we pass out of Montana, through which we have journeyed on the main line of railway 780 miles. The succeeding 367 miles lie within the State of North Dakota. Mandan, Bismarck, Jamestown, and Fargo, are the chief cities passed through. We enter the State of Minnesota at Moorehead, and among the principal towns passed are Lake Park, Detroit, Wadena, Little Falls, and Anoka.

Minneapolis and St. Paul.

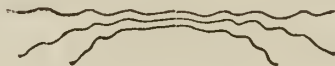
The stay in these two prosperous and beautiful cities will be long enough to accomplish much in the way of sight-seeing, carriage rides being arranged for both cities. Our headquarters in Minneapolis will be at the West Hotel, and in St. Paul at Hotel Ryan.

From St. Paul Eastward.

Leaving St. Paul Tuesday evening, June 30, we resume the homeward journey by way of the Chicago, Milwaukee & St. Paul Railway to Chicago, thence over the Lake Shore & Michigan Southern, and the New York Central & Hudson River lines, and the party will be due in New York Thursday, July 2, at 1.45 P. M.

In the course of the tour the party will pass through the following States and Territories: States—New York, Michigan, Indiana, Illinois, Iowa, Missouri, Kansas, Colorado, Utah, Nevada, California, Oregon, Washington, Idaho, Montana, Wyoming, North Dakota, Minnesota, Wisconsin, and Ohio (20). The Territory of Alaska (1); and British Columbia, and Ontario in Canada.

The entire round will cover 12,956 miles of railway, stage, and steamer travel. Mailing directions for this party will be found on pages 85-86.



A DELIGHTFUL TOUR

ACROSS THE CONTINENT

AND THROUGH THE

PACIFIC NORTHWEST

WITH VISITS TO

Colorado, Utah, California, Oregon, Washington, Puget Sound,
British Columbia, Montana, and the

YELLOWSTONE NATIONAL PARK.

The Party to Leave New York Tuesday, April 21, and to Return
Wednesday, June 24.


PRICE OF TICKETS (all Traveling and Hotel Expenses Included), \$560.00.

RAYMOND & WHITCOMB,

31 East Fourteenth Street, Lincoln Building, Union Square, NEW YORK.



THIRTEENTH ANNUAL SPRING TOUR
... TO ...
California, The Pacific Northwest,
... AND THE ...
YELLOWSTONE NATIONAL PARK.
APRIL 21 to JUNE 24, 1896.

OUR annual spring tour across the continent and through the wonderfully picturesque regions of the Pacific Northwest, which has been exceedingly popular during the past eleven years, will be made as attractive as ever the coming season. This trip is like the excursion already described, except that the Alaska voyage is omitted. The outward journey through Kansas, Colorado and Utah will possess peculiar interest on account of its many attractive features. The tour through California extends from one end of the Golden State to the other, and could not well be made more comprehensive, including, as it does, its famous picturesque points, its groves and gardens, all its prominent cities, and all its great seashore, health, and pleasure resorts. The journey from California to Oregon is to be made over the magnificent Mount Shasta route, and the round of travel through Oregon, Washington, and the Puget Sound region will be quite elaborate, so that little that is possible in the way of sight-seeing is left undone. The return trip lies over the entire length of the Northern Pacific Railroad from Portland and Tacoma to St. Paul, and a week will be devoted to the matchless wonders of the Yellowstone National Park.

The tour will thus be made to include Chicago, Denver, Manitou Springs, the Royal Gorge, the Cañon of the Grand River, Glenwood Springs and The Colorado, Salt Lake City, Santa Barbara, Santa Monica, Pasadena and Echo Mountain, Riverside, San Diego and Coronado Beach, Los Angeles (the Yosemite Valley and Big Tree Groves on a side trip if desired), San Francisco, Santa Cruz, Monterey, San Jose, the summit of Mount Hamilton, the Mount Shasta region, Portland, Tacoma, Seattle, Port Townsend, Victoria, B. C., all the places of interest within the Yellowstone National Park, Minneapolis and St. Paul — a truly grand list of places to be visited, indicating a far-reaching round of travel. An examination of the map of the United States, with the adjacent British possessions on the Pacific Coast, will give the best idea of the wide extent and comprehensiveness of this pleasure trip.

As the route of this excursion has already been described in the foregoing pages in connection with the Alaskan tour, we would refer the reader to pages 22-38 and 49-56, for a detailed account of the regions to be traversed, the characteristics of the cities that will be visited, and the principal objects of interest to sight-seers.

The two parties have the same itineraries from the time of starting from the East until their arrival in Portland after the tour throughout California. The return journey from Tacoma, with the Yellowstone National Park trip, will also be duplicated. The sketch of the former excursion is therefore wholly applicable to this one, with the single exception of the voyage from Tacoma to Alaska and return.

Price of Tickets.

The price of tickets for the tour, as outlined in the following itinerary, will be FIVE HUNDRED AND SIXTY DOLLARS. This sum will cover first-class travel over all railway and steamer routes going and returning, with double berths in palace sleeping cars; all stage rides to and through the Yellowstone National Park; side trip from

Pasadena to the summit of Echo Mountain and return; hotel accommodations according to the itinerary, for the period of the regular tour (sixty-five days), with sojourns at Chicago, Denver, Manitou, Glenwood Springs, Salt Lake City, Santa Barbara, Santa Monica, Pasadena, Riverside, Coronado Beach, Los Angeles, San Francisco, Santa Cruz, Monterey, San Jose, Portland, Seattle, Victoria, B. C., Tacoma, the Yellowstone National Park (at Mammoth Hot Springs, Lower Geyser Basin, Yellowstone Lake, and Yellowstone Grand Cañon), Minneapolis, and St. Paul; meals in dining cars, at hotels, dining stations, or on steamers; omnibus or carriage transfers from railway stations to hotels, and *vice versa*, wherever the same may be needed (Chicago, Glenwood Springs, Santa Barbara, Riverside, Coronado Beach, Los Angeles, San Francisco, Santa Cruz, Monterey, San Jose, Portland, Seattle, Victoria, Tacoma, Minneapolis, and St. Paul); special carriage rides in Denver, Salt Lake City, Santa Barbara, Pasadena, Santa Cruz, Palo Alto, Portland, Minneapolis, and St. Paul; all expenses for transportation, transfer, and care of checked baggage (to the extent of 150 pounds for each person, all over that amount being liable to excess charges at regular transportation rates), and the services of conductors,—in short, EVERY NEEDED EXPENSE of the entire round trip from New York back to New York.

Price for children between the ages of five and twelve years, FOUR HUNDRED AND FORTY-FIVE DOLLARS. This includes a separate sleeping berth throughout the entire journey, the same as for an adult. Where no separate berth is required, the price for children between the ages of five and twelve years will be THREE HUNDRED AND NINETY DOLLARS.

Price of tickets for the Yosemite Valley trip, THIRTY-FIVE DOLLARS, in addition to cost of ticket for the regular excursion. (See pages 81-84.)


Extra Sleeping Car Accommodations.

The cost of an extra double berth (giving an entire section to one person) for the journey between New York and Santa Barbara, in accordance with the itinerary, is \$25.00. Drawing room with toilet annex, for one occupant, \$75.00; for two occupants, \$50.00—\$25.00 each; for three occupants, entire extra charge, \$25.00.

The charges for extra sleeping-car accommodations between Los Angeles and San Francisco are as follows: Extra double berth, \$2.50. Drawing room with toilet annex for one occupant, \$6.50; for two occupants, \$4.00—\$2.00 each; for three occupants, entire extra charge, \$1.50.

For an extra double berth from San Francisco to New York, \$27.50. Drawing room with toilet annex, for one occupant, \$82.50; for two occupants, \$55.00—\$27.50 each; for three occupants, entire extra charge, \$27.50.

An itinerary of the trip is given on the following pages. The party will necessarily be limited in numbers. An early registration is therefore desirable. Tickets must be taken on or before Thursday, April 16—five days previous to the time of departure.

 Tickets for the excursion, additional copies of this circular, and all needed information can be obtained of

RAYMOND & WHITCOMB, 31 East Fourteenth Street, Lincoln Building, Union Square, NEW YORK.

ITINERARY.

The route of this party, leaving New York from Grand Central station Tuesday, April 21, 1.00 P. M., through California, and up to the date of departure from Portland, Friday, June 5, is identical with that of the Alaska party, and the itinerary for this portion of the tour will be found on pages 15-19.

From Portland the itinerary is as follows :—

FRIDAY, June 5. *Forty-sixth Day*.—Transfer from The Portland, and leave Portland *via* the Northern Pacific Railroad at 11.00 A. M.; arrive in Seattle at 6.50 P. M.; transfer to the Rainier-Grand, DeL. Harbaugh, proprietor.

SATURDAY, June 6. *Forty-seventh Day*.—Transfer from the hotel to the wharf, and leave Seattle at 10.15 A. M. on the steamer of the Puget Sound & Alaska Division of the Northern Pacific Railroad; lunch on board the boat; arrive in Victoria, B. C., at 4.30 P. M.; transfer to The Driard, Redon & Hartnegel, proprietors; carriage ride, visiting various parts of the city, including Beacon Hill, Government House, the Government Buildings, etc., and also Esquimalt (the British naval station), and Gorge.

SUNDAY, June 7. *Forty-eighth Day*.—In Victoria. Transfer to the steamer in the evening, and leave Victoria at 8.30 P. M.; stateroom berths furnished.

MONDAY, June 8. *Forty-ninth Day*.—Arrive in Tacoma at 5.15 A. M.; transfer at 7.00 A. M. to The Tacoma, G. H. Waterman, manager.

TUESDAY, June 9. *Fiftieth Day*.—Transfer to the Northern Pacific station, and leave Tacoma at 5.20 P. M. in Pullman palace sleeping cars for the journey eastward; meals *en route* in the dining cars of the Northern Pacific Railroad.

WEDNESDAY, June 10. *Fifty-first Day*.—*En route* eastward in Idaho and Montana.

NOTE.—Railway time changes at Hope, Idaho, from Pacific standard, or 120th meridian, to Mountain standard, or 105th meridian—one hour faster.

THURSDAY, June 11. *Fifty-second Day*.—Arrive at Livingston, Mon., 4.50 A. M., and leave Livingston by Park Branch at 8.00 A. M.; arrive at Cinnabar at 10.15 A. M., and leave Cinnabar by stages at 10.30 A. M.; arrive at Mammoth Hot Springs Hotel 12.30 P. M.

FRIDAY, June 12. *Fifty-third Day*.—Leave Mammoth Hot Springs by stage at 8.00 A. M. for the tour through the park; arrive at Norris Geyser Basin at 12.00 noon; lunch there; leave Norris Geyser Basin at 1.30 P. M., passing near the principal geysers in this basin, and later near the Gibbon Falls; arrive at the Fountain Hotel, in the Lower Geyser Basin, at 5.30 P. M. This hotel is near the Fountain Geyser and the Mammoth Paint Pots.

SATURDAY, June 13. *Fifty-fourth Day*.—Leave the Fountain Hotel at 8.00 A. M. for the Upper Geyser Basin, visiting *en route* the Midway Geyser Basin, which contains the Excelsior Geyser ("Hell's Half Acre"), Turquoise Spring, and Prismatic Lake; arrive at Upper Geyser Basin lunch station at 10.30 A. M.; this is situated near Old Faithful, the Bee Hive, Giantess, Castle, and other great geysers; lunch will be served here, and at 3.00 P. M. the party will return to the Fountain Hotel.

SUNDAY, June 14. *Fifty-fifth Day*.—At the Fountain Hotel, Lower Geyser Basin.

MONDAY, June 15. *Fifty-sixth Day*.—Leave the Fountain Hotel at 7.00 A. M., and proceed to Yellowstone Lake *via* the Upper Geyser Basin and West Bay, or "Thumb"; arrive at West Bay at 1.00 P. M.; lunch there; leave West Bay at 3.00 P. M.; arrive at Yellowstone Lake Hotel at 7.00 P. M.

TUESDAY, June 16. *Fifty-seventh Day*.—Leave the Lake Hotel at 9.00 A. M.; arrive at the Cañon Hotel at 12.00 noon.

WEDNESDAY, June 17. *Fifty-eighth Day*.—Leave the Cañon Hotel at 8.00 A. M.; arrive at Norris Geyser Basin at 10.30 A. M.; lunch there; leave Norris Geyser Basin at 11.30 A. M.; arrive at Mammoth Hot Springs Hotel at 3.30 P. M.; leave Mammoth Hot Springs at 6.45 P. M. in coaches; arrive at Cinnabar 8.00 P. M.; leave Cinnabar in sleeping cars at 8.30 P. M. for Livingston.

NOTE.—In case it is deemed advisable to divide the party for the round of travel through the park, one section will reverse the foregoing itinerary.

THURSDAY, June 18. *Fifty-ninth Day*.—Leave Livingston 5.00 A. M., for the journey eastward through Montana and North Dakota

FRIDAY, June 19. *Sixtieth Day*.—*En route* eastward through North Dakota and Minnesota. Arrive in Minneapolis 5.20 P. M.; transfer from the Union station to the West Hotel, John T. West, proprietor.

SATURDAY, June 20. *Sixty-first Day*.—In Minneapolis. Carriage ride, visiting the finest business and residence portions of the city.

SUNDAY, June 21. *Sixty-second Day*.— In Minneapolis.

MONDAY, June 22. *Sixty-third Day*.— Visit St. Paul—going thither *via* the Interurban Electric line—leaving West Hotel 9.00 A. M. Lunch and dinner at Hotel Ryan. Carriage ride in the afternoon, visiting the finest business sections, the Capitol, Summit avenue, etc. Transfer by Cook & Son's omnibus line from Hotel Ryan to the Union station, and leave St. Paul by the Chicago, Milwaukee & St. Paul Railway at 8.10 P. M.

TUESDAY, June 23. *Sixty-fourth Day*.— Breakfast on dining car; arrive in Chicago, Union station, corner of Canal and Adams streets, 9.30 A. M.; transfer to the Van Buren street station, and leave Chicago *via* the Lake Shore & Michigan Southern Railway at 10.30 A. M.

NOTE.—Railway time changes at Buffalo, N. Y., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian—one hour faster.

WEDNESDAY, June 24. *Sixty-fifth Day*.— From Buffalo eastward *via* the New York Central & Hudson River Railroad. Arrive in New York, Grand Central station, Forty-second street, 1.45 P. M.

NOTE.—This itinerary is made up in advance of the publication of the summer time-tables of the various railroads, and slight changes may be necessary.

The comprehensive nature of the tour above outlined will be better seen by an enumeration of the States through which the party will pass in the course of the tour: States—New York, Michigan, Indiana, Illinois, Iowa, Missouri, Kansas, Colorado, Utah, Nevada, California, Oregon, Washington, Idaho, Montana, Wyoming, North Dakota, Minnesota, Wisconsin and Ohio (20). Also British Columbia, and Ontario in Canada.

The entire round will cover no less than 10,161 miles of railway, stage, and steamer travel.

Mailing directions for this party will be found on page 86.



A MAGNIFICENT SIGHT-SEEING TOUR

— THROUGH —

CALIFORNIA AND COLORADO,

With Visits to the Most Attractive Points on the Pacific Coast, and the Picturesque Regions of the Rocky Mountains, including Coronado Beach, Riverside, Pasadena, Santa Monica, Santa Barbara, Los Angeles, San Francisco, Santa Cruz, Monterey, San Jose, and Mount Hamilton, and, on the Return Journey, Salt Lake City, Glenwood Springs, the Royal Gorge, Manitou, and Denver.

The Party to Leave New York Tuesday, April 21, and to Return
Friday, June 12, 1896.

PRICE OF TICKETS (all Traveling and Hotel Expenses included), \$425.00.

RAYMOND & WHITCOMB,

31 East Fourteenth Street, Lincoln Building, Union Square, New York.



SIXTEENTH ANNUAL SPRING EXCURSION

— TO —

CALIFORNIA AND COLORADO,

April 21 to June 12, 1896.

THE Pacific Coast from San Diego to San Francisco, and the Rocky Mountains of Colorado will be the principal objective points of a third party of tourists leaving the East with the two parties already described in this book. In California the round of sight-seeing will be the same, and this is true of that portion of the outward journey east of La Junta, Colorado. Beyond La Junta we have an entirely different route until California is reached, traversing a very interesting section of New Mexico and Arizona, and visiting the old Spanish city of Santa Fe. The homeward route, on the other hand, is through the grand scenic portions of Nevada, Utah and Colorado, instead of the more northerly route followed by the two other parties. This tour accordingly has its own special attractions.

The time selected for the trip is the best that can be had for sight-seeing. It is after the close of the rainy season, when the Yosemite Valley and other places of interest are thoroughly accessible to travel, and when the face of Nature wears its loveliest smile. While the excursion is planned liberally as to time, the sojourns at

different points are no longer than is necessary to see the places visited in a thorough and at the same time leisurely manner. The journey is accomplished in the shortest period commensurate with this purpose: and thus persons who might find it inconvenient to absent themselves from business or home ties for several months can see California in the most comprehensive manner, yet without any loss of time. The continent may be traversed more quickly than we make the trip, but the traveler who rushes across the country at express speed sees and enjoys but little of the scenery on the way, and probably misses altogether interesting points that may be reached by easy detours.

The passengers will not be hurried over any section of the route where it is desirable to stop, and the sojourns at different points in New Mexico, California, Utah, and Colorado, with the various side trips, are sufficient to encompass a great amount of sight-seeing.

Inasmuch as the route of this party for over one half the distance from the Atlantic Coast to Southern California, and also the various places to be visited in California, have been described in connection with the Alaska tour, the programme for this excursion up to the departure from San Francisco will here be outlined only in brief. The Yosemite Valley may be visited or omitted, as the traveler may prefer. Whether the valley be included or left out, the tour, in the conditions under which it is made, and the places and scenes which it includes, is delightful in every respect. The round trip calls for fifty-three days' time.

Cost of the Tour.

The price of tickets for the excursion, as outlined in the following itinerary, will be FOUR HUNDRED AND TWENTY-FIVE DOLLARS. This sum will cover first-class travel over all routes, going and returning, with a double berth (half a section) in

palace sleeping cars; side trip from Pasadena to the summit of Echo Mountain and return; hotel accommodations according to the itinerary, for the period of the regular tour (fifty-three days), with sojourns at Chicago, Santa Fe, Coronado Beach, Riverside, Pasadena, Santa Monica, Santa Barbara, Los Angeles, San Francisco, Santa Cruz, Monterey, San Jose, Salt Lake City, Glenwood Springs, Manitou, and Denver; meals while traveling, in dining cars, or at hotels or dining stations; omnibus or carriage transfers from railway stations to hotels, and *vice versa*, wherever needed (in Chicago, San Diego, Riverside, Santa Barbara, Los Angeles, San Francisco, Santa Cruz, Monterey, San Jose, Glenwood Springs, and Manitou; special carriage rides in Pasadena, Santa Barbara, Santa Cruz, Palo Alto, and Denver; all expenses for transportation, transfer, and care of checked baggage (to the extent of 150 pounds for each full ticket, and seventy-five pounds for each child's ticket, all in excess of these amounts being liable to extra charge at customary rates), and the services of conductors—in short, EVERY NEEDED EXPENSE of the entire round trip from New York back to New York.

Price for children between the ages of five and twelve years, THREE HUNDRED AND TWENTY DOLLARS. This covers a separate sleeping-car berth throughout the entire route, the same as for an adult. When no separate berth is required, the price for children between the ages of five and twelve years will be TWO HUNDRED AND SEVENTY-TWO AND ONE-HALF DOLLARS.

Price of tickets for the Yosemite trip, THIRTY-FIVE DOLLARS, in addition to cost of ticket for the regular excursion. (See pages 81-84.)

Extra Sleeping-Car Accommodations.

The cost of an extra double berth, giving an entire section to one person, for the journey between New York and San Bernardino or San Diego, in accordance with the

itinerary, is \$22.50. Drawing room, with toilet annex, for one occupant, \$67.50; for two occupants, \$45—\$22.50 each; for three occupants, entire extra charge, \$22.50.

From Los Angeles to San Francisco: Extra double berth, \$2.50. Drawing room with toilet annex, for one occupant, \$6.50; for two occupants, \$4—\$2 each; for three occupants, entire extra charge, \$1.50.

From San Francisco to New York: Extra double berth, \$22.50. Drawing room with toilet annex, for one occupant, \$67.50; for two occupants, \$45—\$22.50 each; for three occupants, entire extra charge, \$22.50.

A sketch of the tour is given in brief in the following pages. Persons desirous of joining this party should register their names as early as convenient. The tickets must be taken on or before Thursday, April 16—five days previous to the date of departure.

ITINERARY.

TUESDAY, April 21. *First Day.*—Leave New York from the Grand Central station, Forty-second street, *via* the New York Central & Hudson River Railroad at 1.00 P. M., in special vestibuled palace sleeping cars. Members of the party should check their baggage to Chicago. The checks will be taken up on the train, and the baggage will be delivered at the rooms of the owners in the hotel. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Hand luggage must be looked after by the owners. Leave One Hundred and Thirty-eighth street, New York, at 1.09 P. M., Poughkeepsie 2.43 P. M., Albany 4.30 P. M., Schenectady 5.03 P. M., Utica 7.00 P. M., Syracuse 8.30 P. M., Rochester 10.37 P. M., and Buffalo *via* Michigan Central Railroad at 11.45 P. M., Central time. Supper on dining car.

NOTE.—Railway time changes at Buffalo, N. Y., from Eastern standard, or 75th meridian, to Central standard, or 90th meridian—one hour slower.

WEDNESDAY, April 22. *Second Day.*—On the Michigan Central Railroad *en route* westward. Leave

Detroit (Third street station) at 6.30 A. M.; breakfast and lunch on dining car; arrive in Chicago (Central station) 2.40 P. M.; omnibus transfer to The Auditorium.

THURSDAY, April 23. *Third Day*.—In Chicago. Omnibus transfer to the station of the Chicago, Rock Island & Pacific Railway (Van Buren street, between Pacific avenue and Sherman street), and leave Chicago in Pullman palace sleeping cars at 3.00 P. M.; dinner on dining car.

FRIDAY, April 24. *Fourth Day*.—Arrive at Kansas City, Mo., at 1.00 P. M.; leave Kansas City at 1.45 P. M. *via* the Atchison, Topeka & Santa Fe Railway; meals on dining car.

NOTE.—Railway time changes at Dodge City, Kan., from Central standard, or 90th meridian, to Mountain standard, or 105th meridian—one hour slower.

SATURDAY, April 25. *Fifth Day*.—Arrive at La Junta 9.00 A. M.; leave La Junta 9.30 A. M.; cross the Raton Pass by daylight; arrive in Santa Fe 11.30 P. M.; the cars will be side tracked.

SUNDAY, April 26. *Sixth Day*.—In Santa Fe, New Mexico.

MONDAY, April 27. *Seventh Day*.—Leave Santa Fe 2.00 A. M.; *en route* through Arizona over the Atlantic & Pacific Railroad (the Atchison, Topeka & Santa Fe System).

NOTE.—Railway time changes at Barstow from Mountain standard, or 105th meridian, to Pacific standard, or 120th meridian—one hour slower.

TUESDAY, April 28. *Eighth Day*.—From Barstow, Cal., southward *via* the Southern California Railway to San Bernardino, and thence by the same line to San Diego *via* Colton, Riverside, Orange, Santa Ana, and Oceanside, arriving at San Diego at 9.50 P. M.; transfer to the Hotel del Coronado; Coronado Beach, E. S. Babcock, manager.

WEDNESDAY, April 29. *Ninth Day*.—At Coronado Beach.

THURSDAY, April 30. *Tenth Day*.—At Coronado Beach.

FRIDAY, May 1. *Eleventh Day*.—At Coronado Beach. Omnibus transfer from the hotel to the station of the Southern California Railway, and leave San Diego 2.50 P. M.; arrive at Riverside 7.50 P. M.; transfer to The Glenwood, F. W. Richardson, manager.

SATURDAY, May 2. *Twelfth Day*.—At Riverside. Leave Riverside 1.32 P. M.; arrive in San Bernardino 1.55 P. M.; leave San Bernardino 3.20 P. M.; arrive in Pasadena 4.35 P. M.; to the Hotel Green, J. H. Holmes, manager.

SUNDAY, May 3. *Thirteenth Day*.—In Pasadena.

MONDAY, May 4. *Fourteenth Day*.—In Pasadena. Excursion over the Los Angeles Terminal and Mount Lowe railways to the summit of Echo Mountain and return, leaving the Hotel Green in the morning, and returning in the afternoon; luncheon at the Echo Mountain House.

TUESDAY, May 5. *Fifteenth Day*.—In Pasadena. Carriage ride in the forenoon, visiting the most picturesque sections of the city and its environs. Leave Pasadena 4.10 P. M.; arrive at Santa Monica 6.00 P. M.; to the Arcadia Hotel, S. Reinhart, proprietor.

WEDNESDAY, May 6. *Sixteenth Day*.—At Santa Monica.

THURSDAY, May 7. *Seventeenth Day*.—Leave Santa Monica 7.30 A. M.; arrive at Santa Barbara 12.50 noon; transfer to The Arlington and the San Marcos.

FRIDAY, May 8. *Eighteenth Day*.—In Santa Barbara. Carriage ride to the chief points of interest.

SATURDAY, May 9. *Nineteenth Day*.—Transfer from the hotel and leave Santa Barbara at 8.35 A. M.; arrive in Los Angeles 1.48 P. M.; transfer from the Arcade station to The Westminster, Potter & Johnson, proprietors.

SUNDAY, May 10. *Twentieth Day*.—In Los Angeles.

MONDAY, May 11. *Twenty-first Day*.—In Los Angeles.

TUESDAY, May 12. *Twenty-second Day*.—In Los Angeles.

WEDNESDAY, May 13. *Twenty-third Day*.—In Los Angeles.

THURSDAY, May 14. *Twenty-fourth Day*.—In Los Angeles.

FRIDAY, May 15. *Twenty-fifth Day*.—In Los Angeles. Transfer to the Southern Pacific Company's station, and leave Los Angeles at 2.00 P. M. in Pullman palace sleeping cars. Supper at Mojave.

NOTE.—Parties for the Yosemite Valley will be made up during the stay at Los Angeles, to leave on different days. See pages 81-84.

SATURDAY, May 16. *Twenty-sixth Day*.—On the Southern Pacific Company's line *en route* northward; breakfast on dining car; arrive at Oakland Pier 10.10 A. M., and in San Francisco by ferry at 10.45 A. M.; transfer from the Oakland ferry, foot of Market street, in the coaches of the United

Carriage Company, to The Palace Hotel, John C. Kirkpatrick, managing director, George B. Warren, assistant manager.

SUNDAY, May 17. *Twenty-seventh Day*.—In San Francisco.

MONDAY, May 18. *Twenty-eighth Day*.—In San Francisco.

TUESDAY, May 19. *Twenty-ninth Day*.—In San Francisco.

WEDNESDAY, May 20. *Thirtieth Day*.—Transfer from the Palace Hotel to the Alameda ferry, foot of Market street, and leave San Francisco by the Santa Cruz Division of the Southern Pacific Company's line at 8.15 A. M. ; visit the " Big Trees ", *en route*, and arrive in Santa Cruz at 12.30 P. M. ; lunch at the Sea Beach Hotel, John R. Chace, proprietor ; carriage ride, visiting the beach, cliff, etc. ; leave Santa Cruz at 4.25 P. M., and proceed to Monterey *via* Pajaro, arriving at Del Monte station at 6.15 P. M. ; transfer to the Hotel del Monte, George H. Arnold, manager.

THURSDAY, May 21. *Thirty-first Day*.—At Hotel del Monte.

FRIDAY, May 22. *Thirty-second Day*.—At Hotel del Monte.

SATURDAY, May 23. *Thirty-third Day*.—At Hotel del Monte. Transfer to the station, and leave by the Southern Pacific line at 2.05 P. M. ; arrive in San Jose at 5.00 P. M. ; omnibus transfer to the Hotel Vendome, George P. Snell, manager.

SUNDAY, May 24. *Thirty-fourth Day*.—In San Jose.

MONDAY, May 25. *Thirty-fifth Day*.—In San Jose.

TUESDAY, May 26. *Thirty-sixth Day*.—In San Jose.

NOTE.—During the stay in San Jose there will be a stage excursion to the Lick Observatory on the summit of Mount Hamilton.

WEDNESDAY, May 27. *Thirty-seventh Day*.—Transfer to the Southern Pacific station (broad-gauge division), and leave San Jose at 9.12 A. M. ; arrive at Menlo Park at 9.41 A. M. ; carriage ride, visiting the late Senator Stanford's stock farm and the Leland Stanford, Junior, University ; lunch at Palo Alto ; leave Palo Alto 3.32 P. M. ; arrive in San Francisco (station corner of Third and Townsend streets) at 5.00 P. M. ; transfer to The Palace Hotel in the coaches of the United Carriage Company.

THURSDAY, May 28. *Thirty-eighth Day*.—In San Francisco.

FRIDAY, May 29. *Thirty-ninth Day*.—In San Francisco.

SATURDAY, May 30. *Fortieth Day*.—In San Francisco.

SUNDAY, May 31. *Forty-first Day*.—In San Francisco.

MONDAY, June 1. *Forty-second Day*.—Transfer from the Palace Hotel to the Oakland ferry, foot of Market street, and leave San Francisco at 9.00 A. M.; leave Oakland Pier at 9.30 A. M., by the Southern Pacific Company's Ogden route, taking a train of Pullman palace sleeping cars with dining car; proceed eastward *via* Port Costa, Benicia, and Sacramento, and cross the Sierra Nevada by daylight.

TUESDAY, June 2. *Forty-third Day*.—*En route* through Nevada and Utah; arrive at Ogden, Utah, at 12.00 midnight, and leave *via* the Rio Grande Western Railway for Salt Lake City; on arrival in Salt Lake City the train will be side tracked for the remainder of the night and the succeeding forenoon.

NOTE.—Railway time changes at Ogden from Pacific standard, or 120th meridian, to Mountain standard, or 105th meridian—one hour faster.

WEDNESDAY, June 3. *Forty-fourth Day*.—Leave Salt Lake City at 1.00 P. M. *via* the Rio Grande Western Railway.

THURSDAY, June 4. *Forty-fifth Day*.—From Grand Junction eastward *via* the Denver & Rio Grande Railroad; arrive at Glenwood Springs, Col., at 8.30 A. M.; transfer to The Colorado, W. Raymond, proprietor, A. W. Bailey, manager.

FRIDAY, June 5. *Forty-sixth Day*.—At Glenwood Springs.

SATURDAY, June 6. *Forty-seventh Day*.—Transfer from The Colorado to the Denver & Rio Grande station, and leave Glenwood Springs at 7.30 A. M.; pass through the cañon of the Grand River, the cañon of the Eagle River, over Tennessee Pass, and down the Arkansas River, through the cañon of the Arkansas, and the Royal Gorge, by daylight; arrive at Manitou about midnight, and remain on the cars; in the morning omnibus transfer to Barker's Hotel, C. W. Barker, proprietor, and the Cliff House, E. E. Nichols & Son, proprietors.

SUNDAY, June 7. *Forty-eighth Day*.—At Manitou.

MONDAY, June 8. *Forty-ninth Day*.—At Manitou. Transfer from the hotels to the station at 8.00 P. M., and go on board the sleeping cars. The train will proceed to Denver *via* the Denver & Rio Grande Railroad during the night, arriving at an early morning hour.

TUESDAY, June 9. *Fiftieth Day*.— In Denver. There will be a carriage ride in the forenoon through the most beautiful parts of the city; leave Denver at 1.00 P. M. *via* the Chicago, Rock Island and Pacific Railway.

WEDNESDAY, June 10. *Fifty-first Day*.— *En route* eastward through Kansas, Nebraska, and Iowa; arrive at Omaha about 12.00 noon, and Council Bluffs 12.30 P. M.; leave Council Bluffs about 1.30 P. M.

NOTE.— Railway time changes at Phillipsburg, Kan., from Mountain standard, or 105th meridian, to Central standard, or 90th meridian — one hour faster.

THURSDAY, June 11. *Fifty-second Day*.— On the Chicago, Rock Island & Pacific Railway *en route* through Illinois; arrive at Chicago 9.00 A. M.; thence east on the Lake Shore & Michigan Southern Railway.

NOTE.— Railway time changes at Buffalo, N. Y., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian — one hour faster.

FRIDAY, June 12. *Fifty-third Day*.— From Buffalo eastward *via* the New York Central & Hudson River Railroad. Arrive in New York, Grand Central station, Forty-second street, 1.45 P. M.

NOTE.— This itinerary is made up in advance of the publication of the summer time-tables of the various railroads, and slight changes may be necessary.

THE JOURNEY IN BRIEF.

Crossing the Continent Westward.

THE California and Colorado party, setting forth to cross the continent, will leave New York from the Forty-second street station of the New York Central & Hudson River Railroad at 1.00 P. M., Tuesday, April 21, and proceed by way of the superb New York Central and Michigan Central lines to Chicago. After a day at The Auditorium in Chicago, we will resume the westward journey over the Chicago, Rock Island & Pacific Railway, which takes us to Kansas City, where we enter upon the extensive

system of the Atchison, Topeka & Santa Fe Railway, over which the further journey to Southern California is to be made. The course takes us from Kansas City through Kansas, a corner of Colorado, and across the Territories of New Mexico and Arizona. Sunday will be passed in the quaint old Spanish city of Santa Fe, the oldest city in the United States. We enter California at the crossing of the Colorado River near The Needles. After traversing the desolate Mojave desert we turn southward through the Cajon Pass of the San Bernardino Mountains, and on Tuesday, April 28, find ourselves in the garden of Southern California.

In California.

The round of travel and sight-seeing in California is essentially the same as that of the two parties whose route is outlined on pages 29-32, though the places will be visited in a little different order. As will be seen by referring to the itinerary, the first visit will be at Coronado Beach, near San Diego. Then will follow visits to Riverside, Pasadena (and Echo Mountain), Santa Monica, Santa Barbara, Los Angeles, San Francisco, Santa Cruz, Monterey, Son Jose and Mount Hamilton. There will also be an opportunity to make the side trip into the Yosemite Valley. As will readily be seen, the round of travel in California is very comprehensive and brings the very best portions of the State under inspection.

From San Francisco Eastward.

Leaving San Francisco for the homeward journey, the route eastward will be over the Southern Pacific Company's line across Central California and Nevada to Ogden, Utah; thence to Denver, Col., by the Rio Grande Western and Denver and Rio Grande railroads; and from Denver to the Missouri River, through Kansas and Nebraska, and thence across Iowa and Illinois to Chicago, by the Chicago, Rock

Island & Pacific Railway. The schedule has been arranged so that the train will traverse the most attractive part of the Sierra Nevada by daylight. As far as Port Costa, thirty-two miles out, we follow the route over which we approached San Francisco. At that point we cross the Straits of Carquinez on the mammoth steam ferry-boat "Solano," the largest craft of its kind in the world; and for a farther distance of over 2,500 miles the course is over fresh ground. From Benicia, on the opposite side of the straits, we soon speed away towards Sacramento and the far-away mountains, through a region of wheat fields, gardens, and vineyards.

Across the Sierra Nevada.

The route of this party is that of the outward Alaska party taken in reverse order, and by referring to pages 23-28, a more complete outline of its attractions will be found. We first cross the Sierra Nevada, passing Cape Horn, with its magnificent outlook, and later on, Shady Run, Blue Cañon and Emigrant Gap. After passing the Summit station, we descend to the great inclosed continental plateau between the Sierra Nevada and the Rockies. We cross the great State of Nevada, and enter Utah just east of Tecoma, 680 miles from San Francisco. There will be a halt for half a day in Salt Lake City, a two-days' sojourn at both Glenwood Springs and Manitou, and a brief visit to Denver. The Royal Gorge will be seen by daylight on the journey from Glenwood to Manitou.


From Denver Eastward.

The party will leave Denver Tuesday afternoon by the Chicago, Rock Island & Pacific Railway. The route for many hours lies over the "Great Plains," which stretch from the Rocky Mountains to the Missouri River. Omaha occupies elevated ground on the west bank of the Missouri, and the train crosses the river to Council

Bluffs, Ia., on a splendid iron bridge. The Rock Island route passes through some of the principal towns of Iowa. Crossing the Mississippi from Davenport to Rock Island, Illinois is reached, and the train runs on through Moline, Bureau, Joliet, and other important places, to Chicago, arriving there Thursday morning. The homeward route from Chicago will be *via* the Lake Shore & Michigan Southern Railway to Buffalo, and thence over the New York Central Railroad. The train will be due in New York, station on Forty-second street, at 1.45 P. M., Friday, June 12.

In the course of the tour the party will pass through the following States and Territories: *States*—New York, Michigan, Indiana, Illinois, Iowa, Missouri, Kansas, Colorado, California, Nevada, Utah, Nebraska, and Ohio (13); *Territories*—New Mexico and Arizona (2); and Ontario in Canada. The entire round will encompass fully 8,313 miles of railway travel.

Mailing directions for this party will be found on pages 86, 87.

 Tickets for the excursion, additional copies of this circular, and all needed information can be obtained of

RAYMOND & WHITCOMB, 31 East Fourteenth Street, Lincoln Building, Union Square, NEW YORK.

THE YOSEMITE VALLEY.

A SIDE TRIP IN CONNECTION WITH THE THREE CALIFORNIA TOURS.

THE wonderful Yosemite Valley may be visited to the best possible advantage in connection with the three excursions that have been described in the foregoing pages. The different parties will be in Southern and Central California during the larger part of May. At that time the roads into the valley are usually well settled, the country is fresh with the flowers and foliage of spring, and the waterfalls are full. The Yosemite trip includes also the famous Big Tree Groves.

The valley lies in the heart of the Sierra Nevada Mountains, 150 miles nearly due east from San Francisco. The principal features of the Yosemite are, first, the near approach of its walls to verticality; second, their great height, not only absolutely, but as compared with the width of the valley itself; and, third, the small amount of *débris* at the base of the cliffs. The floor of the valley is a generally level or rolling wooded park, ranging from half a mile to a mile in width. It is immediately bordered by cliffs, nearly or quite vertical, rising to heights ranging from over half a mile to almost one mile above the valley. Elevations above the sea are as follows: Floor of the valley, 4,000 feet; El Capitan, 7,300 feet; Cathedral Rocks, 6,660 feet; Glacier Point, 7,200 feet; Half Dome, 8,737 feet; Three Brothers, 7,830 feet; North Dome, 7,568 feet; Washington Column, 5,875 feet. The waterfalls are hardly less marvelous than the cliffs—the Yosemite, 2,600 feet in height, the highest fall in the known

world; the Bridal Veil, dashing into spray from an altitude of 900 feet; and the Vernal and Nevada Falls of the Merced River, 400 and 600 feet in height.

The Big Tree Groves, Calaveras and Mariposa best known, are found only on the western slope of the Sierra, at an elevation of 5,000 to 7,000 feet. The largest growth is 115 feet in circumference, the greatest height 325 feet, and some of these giants are from 1,500 to 2,000 years old.

It has been deemed advisable to make the visit to the Yosemite Valley and the Big Trees a side or supplementary trip, at a slight additional expense, the same as in previous years, rather than to include it in the regular round. This course is taken in order that every person may exercise his or her own preference in the matter, not only in reference to making the trip, but also in regard to the time to be occupied in connection therewith. As will be seen from the itineraries of the regular tours on pages 17-18, and 74-76, an unusual allowance of time has been given to Los Angeles and San Francisco. The Yosemite may be visited during this interval, with a sufficient stay in the valley, without slighting the cities named. The parties for the valley will leave Los Angeles on different days during the advertised halt there, and rejoin those of their associates who do not go to the valley, in San Francisco.

Berenda, 304 miles from Los Angeles and 178 miles from San Francisco, is the point of departure from the main line of the Southern Pacific Railroad. A branch road extends from Berenda to Raymond, twenty-one miles, from which latter point the stages run. The stage transportation will be furnished by the Yosemite Valley Stage & Turnpike Company. No horseback riding is now required to reach either the Yosemite Valley or the Mariposa Grove of Big Trees. The distance from Raymond to the Wawona Hotel (formerly known as Clarke's) is forty-two miles, and

from there to the valley, twenty-eight miles. Special and very advantageous arrangements have been made for the accommodation of the members of our parties.

The cost of the ticket, covering railway and stage transportation from Berenda to the Big Trees and Yosemite Valley, returning to Berenda, is THIRTY-FIVE DOLLARS. As the trip will be made during some portion of the period allotted to the sojourn in Los Angeles or San Francisco, some of the hotel coupons will remain unused. All such will be redeemed, thus lessening the cost. The sleeping-car ticket (good from Los Angeles to San Francisco) will be taken up before Berenda is reached, and cannot be used on a subsequent date. Therefore, Yosemite Valley excursionists who desire sleeping-car places from Berenda to San Francisco will be required to pay for the same. Hotel accommodations at Wawona and in the Yosemite Valley, and meals *en route*, are also extra. The entire cost of the trip, including transportation, board, meals, excursions in and about the valley, etc., after deducting the value of unused hotel coupons in the regular excursion ticket book, will be less than \$50.

As it is essential that all arrangements for stage transportation and hotel accommodations shall be made in advance of the arrival of the parties in California, persons desiring to make the trip are requested to buy their stage tickets for the Yosemite tour when the general excursion tickets are taken before starting from the East.

Tourists usually spend about three days in the valley, the headquarters being at the Stoneman House. This is sufficient time for a leisurely viewing of the wonderful scenery. The Big Trees are visited *en route* while returning from the valley to Raymond, unless the traveler chooses, as he may well do, to spend an extra day or two at Wawona, in order to visit the trees and Signal Peak. With a three days' stay, about one week is required for the trip from Los Angeles *via* the Yosemite and the Big Trees to San Francisco, the itinerary being substantially as follows:—

ITINERARY.

FIRST DAY.—Leave Los Angeles by the Southern Pacific Company's line at 2.00 P. M.; supper at the station dining-room, Mojave.

SECOND DAY.—Arrive at Berenda at 6.00 A. M., and Raymond (by the Southern Pacific Company's Yosemite Division) about 7.00 A. M.; breakfast at Raymond; leave Raymond by the Yosemite Stage & Turnpike Company's stages at 8.00 A. M.; lunch at Ahwahnee; arrive at the Wawona Hotel, Wawona, at 6.00 P. M.

THIRD DAY.—Leave Wawona by stage at 6.00 A. M.; arrive in the Yosemite Valley, Stoneman House, at 12.00 noon.


FOURTH DAY.—In the Yosemite Valley.

FIFTH DAY.—In the Yosemite Valley.

SIXTH DAY. In the Yosemite Valley. Leave the Stoneman House by stage at 1.00 P. M.; arrive at the Wawona Hotel, Wawona, at 7.00 P. M.

SEVENTH DAY.—Leave Wawona by stage at 7.00 A. M. *via* the Mariposa Grove of Big Trees; lunch at Ahwahnee; arrive at Raymond at 6.00 P. M.; supper at Raymond; leave Raymond by the Southern Pacific line at 7.00 P. M.

EIGHTH DAY.—On the Southern Pacific line *en route* northward; breakfast on the dining car; arrive at Oakland Pier at 10.10 A. M. and in San Francisco by ferry at 10.45 A. M.

 Tickets for the Yosemite trip in connection with any of our transcontinental excursions, additional copies of this circular, and all needed information can be obtained of

RAYMOND & WHITCOMB, 31 East Fourteenth Street, Lincoln Building, Union Square, NEW YORK.

DIRECTIONS FOR FORWARDING LETTERS FROM THE EAST.

The dates given below indicate the *latest mails* by which letters should be sent from New York so as to insure delivery at the places designated. Persons sending from mailing points tributary to New York can readily ascertain at their local offices when the latest connections with these mails can be made. *Be particular in every instance* to write "Raymond & Whitcomb Excursion" on lower left-hand corner of the envelope. The sending of telegrams can be governed by the itinerary.

NOTE.—When convenient it would be well to send one day earlier than the time given, as in case of any detention it will better insure delivery at the place indicated. This should certainly be done in the case of newspapers.

The Party Leaving New York April 21 for California, the Pacific Northwest, Alaska, and the Yellowstone National Park.

On or before April 24, 7.00 P. M.—Glenwood Springs, Colo. [Care The Colorado.]

From April 24 to April 27, 7.00 P. M.—Santa Barbara, Cal. [Care Conductor Raymond & Whitcomb Party.]

From April 27 to May 1, 7.00 P. M.—Pasadena, Cal. [Care Hotel Green.]

From May 1 to May 4, 7.00 P. M.—Coronado, Cal. [Care Hotel del Coronado.]

From May 4 to May 13, 7.00 P. M.—Los Angeles, Cal. [Care Raymond & Whitcomb, 138 South Spring Street.]

From May 13 to May 18, 7.00 P. M.—San Francisco, Cal. [Care Raymond & Whitcomb, Room 88, Crocker Building.]

From May 18 to May 21, 7.00 P. M.—Monterey, Cal. [Care Hotel del Monte.]

From May 21 to May 25, 7.00 P. M.—San Jose, Cal. [Care Hotel Vendome.]

From May 25 to May 27, 7.00 P. M.—San Francisco, Cal. [Care Raymond & Whitcomb, Room 88, Crocker Building.]

From May 27 to May 30, 7.00 P. M.—Portland, Ore. [Care The Portland.]

From May 30 to June 11, 7.00 P. M.—Tacoma, Wash. [Care The Tacoma.]

From June 11 to June 21, 7.00 P. M.—Mammoth Hot Springs, Yellowstone National Park, Wyoming. [Care Mammoth Hot Springs Hotel.]

From June 21 to June 25, 7.00 P. M.—Minneapolis, Minn. [Care West Hotel.]

From June 25 to June 27, 7.00 P. M.—St. Paul, Minn. [Care Hotel Ryan.]

The Party Leaving New York April 21 for California, the Pacific Northwest, and the Yellowstone National Park.

Up to May 30, the mailing direction for this party will be the same as for the Alaska party given above. From that date they will be as follows :

From May 30 to June 3, 7.00 P. M.—Tacoma, Wash. [Care The Tacoma.]

From June 3 to June 12, 7.00 P. M.—Mammoth Hot Springs, Yellowstone National Park, Wyoming. [Care Mammoth Hot Springs Hotel.]

From June 12 to June 18, 7.00 P. M.—Minneapolis, Minn. [Care West Hotel.]

On June 19, 7.00 P. M.—St. Paul, Minn. [Care Hotel Ryan.]

NOTE.—During the visits of the parties to the Yellowstone Park, mail matter will be forwarded by the stages from Mammoth Hot Springs to other sections of the park.

The Party Leaving New York April 21 for California and Colorado.

On or before April 24, 7.00 P. M.—Coronado, Cal. [Care Hotel del Coronado.]

From April 24 to April 28, 7.00 P. M.—Pasadena, Cal. [Care Hotel Green.]

From April 28 to April 30, 7.00 P. M.—Santa Monica, Cal.] Care Hotel Arcadia.

From April 30 to May 2, 7.00 P. M.—Santa Barbara, Cal. [Care Conductor Raymond & Whitcomb Party.]

From May 2 to May 9, 7.00 P. M.—Los Angeles, Cal. [Care Raymond & Whitcomb, 138 South Spring street.]

From May 9 to May 13, 7.00 P. M.—San Francisco, Cal. [Care Raymond & Whitcomb, Room 88, Crocker Building.]

From May 13 to May 16, 7.00 P. M.—Monterey, Cal. [Care Hotel del Monte.]

From May 16 to May 20, 7.00 P. M.—San Jose, Cal. [Care Hotel Vendome.]

From May 20 to May 26, 7.00 P. M.—San Francisco, Cal. [Care Raymond & Whitcomb, Room 88, Crocker Building.]

From May 26 to May 30, 7.00 P. M.—Salt Lake City, Utah. [Care Station Agent R. G. W. Ry.]

From May 30 to June 1, 7.00 P. M.—Glenwood Springs, Col. [Care The Colorado.]

From June 1 to June 3, 7.00 P. M.—Manitou, Cal. [Care Conductor Raymond & Whitcomb Party.]

From June 3 to June 6, 7.00 P. M.—Council Bluffs, Iowa. [Care Agent C., R. I. & P. Ry.]

BOOKS OF AMERICAN TRAVEL.

A PARTIAL LIST OF GUIDES FOR THE TRANSCONTINENTAL TOURS.

THE books of travel and adventure relating to the Pacific Coast and to the different parts of the country passed through in the various routes across the continent are legion. Numerous guide-books of a local character may be bought in the principal localities visited, but there is a lack of comprehensive books of this class covering the long transcontinental lines. Crofutt's is unquestionably the most comprehensive. The publications of the several railroad companies are generally very useful.

Baedeker's United States is a new work by that prince of guide-book makers, Karl Baedeker, of Leipsic. It covers all the tourist routes in America, including those on the Pacific Coast, and contains, like the European guides issued by the same house, and so highly prized by foreign travelers, numerous maps and plans. It will be mailed to any address on receipt of price, \$3.60.

Appleton's General Guide to the United States describes the Pacific Coast and the routes thither with care and in detail, is well supplied with maps and illustrations, and has an annual revision. The part relating to the Southern and Western States may be obtained separately, if desired, though the complete work, in flexible morocco, is not cumbersome.

Under the title of *Beyond the Rockies, a Spring Journey in California* (1894), Rev. Charles A. Stoddard, D. D., the well-known editor of the "New York Observer," has written an extremely entertaining and valuable account of the trip to the Pacific Coast, the principal places of interest in California, and the homeward journey through Colorado, as a member of one of our parties. The book has numerous full-page illustrations. Charles Scribner's Sons are the publishers.

The Crest of the Continent, by Ernest Ingersoll, is a graphic description of the scenery on the line of the Denver & Rio Grande route.

Over the Range to the Golden Gate, by Stanley Wood, is another excellent work devoted largely to the same route.

The Great Northwest, a guide-book and itinerary for the use of travelers over the Northern Pacific Railroad and its allied lines. is published by Riley Brothers, St. Paul.

Alaska.

Appleton's Guide Book to Alaska and the Northwest Coast, by Eliza Ruhamah Scidmore, should be in the hands of every Alaska tourist. It is comprehensive and reliable, presenting the facts travelers desire to know in a connected form, and in a plain and direct manner. It is the only complete guide to Alaska yet published.

The Yellowstone National Park.

The latest and most useful handbook for the visitor to the American Wonderland is the *Practical Guide to Yellowstone National Park*, by A. B. Guptill, illustrated and published by F. Jay Haynes, St. Paul. A pocket edition (50 cents) may be obtained at Mammoth Hot Springs.

Photographs.

Photographs of Pasadena and the San Gabriel Valley—flower gardens, orange orchards, and the old missions, may be had of W. H. Hill, view photographer, Pasadena.

In San Francisco choice photographs may be obtained of I. W. Taber & Co., No. 121 Post street. Fine photographic views (large or small sizes) of California scenery may be had of Taber & Co.

W. H. Partridge, No. 2832 Washington street, Boston, has a large assortment of Alaska views. Catalogues will be sent on application. These views may be purchased at Sitka, and also views taken by Edward de Groff, a local photographer.

F. J. Haynes, of St. Paul, Minn., has made a specialty of photographing the geysers and other wonders of the Yellowstone National Park. His views are sold at the Mammoth Hot Springs, and also at No. 392 Jackson street, St. Paul, where tourists will be welcomed at all times. Catalogues will be sent from St. Paul on application.

B. F. Freeman, 42 Broadway, Somerville, Mass., has an extensive collection of photographs of scenes in the Southern States and Mexico. A catalogue will be sent from his studio on application.

Jackson's photographic views of scenery in Colorado, New Mexico, etc., may be ordered of the W. H. Jackson Photograph and Publishing Company, 433 West Colfax avenue, Denver, Col. Catalogues will be sent on application.

Mayo & Weed, Abel Building, Sixty-third street and Stewart avenue (Englewood), Chicago, have a very fine collection of photographs of Mexican life and scenery, and also many California and Alaska views.

SPRING AND SUMMER TOURS

THROUGH

~ ~ ~ EUROPE. ~ ~ ~

OUR list of tours through Europe for the present year will be found exceedingly attractive. It comprises a number of trips through Southern and Central Europe, some of which are planned to meet the wishes of persons who find it inconvenient to be absent from home and business for a long period, and one comprehensive tour through the northern countries—the Land of the Midnight Sun and the great Russian Empire. All these tours, like those in past years, will be carried out in the best manner possible, many features being added that are entirely unknown to ordinary “excursions.” Not only in their journeys through Europe, but also in their trans-Atlantic voyages, our patrons secure accommodations of the best class, while carriage drives everywhere, and a liberal itinerary with special aids to sight-seeing in every place visited, also cover many items of expense generally provided for only through considerable personal outlay.

The following are the dates of departure by steamer from New York, with an outline of the several trips:—

Saturday, March 21. Tour of 72 days through Spain, Portugal, France, Belgium and London.

Saturday, March 21. Tour of 135 days through Italy, The Riviera, Greece, The Levant, Turkey, Bulgaria, Servia, Bosnia, Herzegovina, Austria-Hungary, Germany, Paris and London.

Saturday, March 21. A combination of the main features of the foregoing trips, including Spain, Portugal, Southern Italy, Greece, etc., in a tour of 135 days.

Saturday, May 16. Tour of 86 days through France, Switzerland, Northern Italy, Austria-Hungary, Germany (including the Rhine), Belgium and England.

Saturday, May 23. Tour of 57 days through Ireland, Scotland, England and France.

Saturday, June 20. Tour of 120 days through Norway (inclusive of a cruise by steam yacht through the western fjords and to the North Cape), Sweden, Denmark, Russia, Finland, Austria-Hungary, Northern Italy, Switzerland, France and England.

A combination of the last two trips mentioned can be made, leaving Saturday, May 23, and occupying 148 days.

Saturday, July 4. Tour of 56 days through England, Belgium, Holland, The Rhine Country, Switzerland and France.

Saturday, July 4. Tour of 82 days through England, France, Switzerland, Northern Italy, The Rhine Country, Holland and Belgium.

Send for special circular—"The Old World in 1896."

RAYMOND & WHITCOMB,

31 EAST FOURTEENTH STREET, Lincoln Building, Union Square, NEW YORK.

SUMMER AND AUTUMN TOURS.—1896.

ALASKA VIA THE NORTHERN PACIFIC RAILWAY.

Parties will leave New York in July for two unsurpassed tours of 44 days over the most picturesque routes in the world. The outward journey is to be by the Northern Pacific Railway, with a week in the Yellowstone National Park, and the return by the Denver & Rio Grande line, through the Rocky Mountain region of Colorado.

THE YELLOWSTONE NATIONAL PARK AND COLORADO.

A party will leave New York in July for an attractive excursion to the Yellowstone National Park, in connection with a trip through Utah and Colorado, including visits to St. Paul, Minneapolis, the mining districts of Butte and Anaconda, Salt Lake City, Glenwood Springs, the Royal Gorge, Manitou, the summit of Pike's Peak, Denver, etc.

THE YELLOWSTONE PARK AND CALIFORNIA.

A party will leave New York in September for a magnificent tour across the continent, including a week in the Yellowstone National Park, with a visit to California, and a return homeward through Utah, Colorado, etc; also a party for the Yellowstone Park returning direct.

SHORT TOURS TO LEADING EASTERN RESORTS.

Parties will leave New York weekly during the summer for complete rounds of the leading New England, New York, and Canadian resorts—the White Mountains, Saratoga, Lake George, Quebec, the Saguenay, the Maritime Provinces, Niagara Falls, the Thousand Islands, the Adirondacks, etc.

ANNUAL WINTER TRIPS TO CALIFORNIA AND MEXICO.

Our annual series of winter tours to the Pacific Coast, and also to Mexico, will begin in October, and continue at short intervals through the winter of 1896-97. Magnificent trains of vestibuled palace sleeping cars, with dining cars, are employed for all of the tours.

FLORIDA AND THE BAHAMAS.

Parties will leave New York at frequent intervals in January and February, 1897, for complete tours through Florida, including St. Augustine, Palatka, Tampa, Winter Park, Ormond, Rockledge, Palm Beach, and other resorts. Visits will also be paid to the beautiful Bahama Islands.

Persons interested in any of the above are requested to send their addresses, stating which tour is desired, and descriptive books will be forwarded as soon as issued.

RAYMOND & WHITCOMB, 31 East Fourteenth Street, Lincoln Building, Union Square, NEW YORK.

--- --- PRIVATE CARS --- ---

— FOR —

FAMILY AND SPECIAL PARTIES.

WE are prepared to furnish, at short notice, private cars, embodying every possible comfort and luxury, for tours to any part of the United States, Canada, or Mexico.

These cars are of different patterns, affording opportunity for selection. They are strong, thoroughly well built, with six-wheeled trucks, and in most cases have observation ends. Each car is provided with its own kitchen, and carries experienced cooks and waiters, and the menu is in every respect equal to that of the best hotels. The sleeping accommodations include private apartments, with wide beds and independent toilet arrangements, besides cabinet or folding beds and sections of the ordinary pattern.

We can operate these cars from place to place as individual wishes may dictate, sending one of our experienced employees to attend to all the details, taking charge of tickets, baggage, etc., and securing in advance hotel, transfer, and all other necessary accommodations. Choice routes for a pleasure trip will be laid out by daily itineraries for selection.

Rates will be made including service, and with or without commissary supplies, as desired. Complete and reliable information will be cheerfully furnished personally or by mail.

RAYMOND & WHITCOMB, 31 East Fourteenth Street, Lincoln Building, Union Square, NEW YORK.

INDEPENDENT RAILWAY AND STEAMSHIP TICKETS

TO ALL PARTS OF THE WORLD.

IN addition to our extensive business in the management of Personally Conducted Parties to California, Mexico, Alaska, etc., we can furnish Railroad and Steamship Tickets, including transportation only, to all parts of the West, Northwest, and Southwest, Alaska, and the Hawaiian Islands; and also to Europe by the principal Transatlantic Lines.

We are the authorized ticket agents of all the principal railway and steamship lines, and all tickets are sold at the regular rates of the various companies. The requirements of independent travelers are thus fully met.

Both Round Trip and One Way Tickets are sold, Parlor-car Seats and Sleeping-car Berths secured, Baggage checked, and arrangements for carrying money facilitated. All desired information about travel in any direction promptly furnished on application.

Send for TRAVELERS' GUIDE, containing valuable information for travelers.

ADDRESS

RAYMOND & WHITCOMB,

31 East Fourteenth Street, Lincoln Building, Union Square, New York.

LIST OF RAYMOND & WHITCOMB'S OFFICES.

NEW YORK OFFICE: 31 East Fourteenth Street, Lincoln Building, Union Square.

BOSTON OFFICE: 296 Washington Street, opposite School Street.

PHILADELPHIA OFFICE: 1005 Chestnut Street, Mutual Life Insurance Building.

AGENTS ON THE PACIFIC COAST.

SAN DIEGO OFFICE: Hotel del Coronado, address agent Raymond & Whitcomb during the winter.

LOS ANGELES OFFICE: 138 South Spring Street, Raymond & Whitcomb, F. W. Thompson, Agent.

SAN FRANCISCO OFFICE: Room 88, Crocker Building, opposite Palace Hotel (from January to June); and also 613 Market Street (under Grand Hotel), Samuel Miller, Agent.

PORTLAND (OR.) OFFICE: 255 Morrison Street, corner Third Street, A. D. Charlton, Agent.

IN EUROPE.

PARIS. — The offices of the Compagnie Internationale des Wagons Lits et des Grands Express Européens, 3 Place de l'Opera; and the Ticket Office under Hotel Terminus.

LONDON. — 14 Cockspur Street, S. W., Henry M. Snow, London Manager International Sleeping-Car and European Express Trains Company.

BRUSSELS. — Hotel de Belle-Vue; and 65 and 67 Rue de l'Ecuyer.

VIENNA. — No. 9 Grand Hotel; and 15 Karntner Ring.

BERLIN. — 69 Unter den Linden.

ROME. — 31 and 32 Via Condotti.

MADRID. — Equitable Building, 18 Calle de Alcalá.

ST. PETERSBURG. — 7 Grand Morskaya.

Also all other agents of the Compagnie Internationale des Wagons Lits throughout Europe.



HOTEL DEL CORONADO, CORONADO BEACH (near San Diego), CALIFORNIA.

UFB